GRAND PRIX INTERNATIONAL

DETROIT GRAND PRIX

Piquet threatened

The Tyrrell affair

CASE HISTORY

The Williams case book

JULY 5 1984 • GREAT BRITAIN £ 2 - CANADA $ 4.50 - U.S.A. $ 4 - GERMANY DM 7.20

THE TRUE TEST OF A FAST CAR IS HOW WELL IT PERFORMS SLOWLY.

A traffic jam is no respecter of exotic sports cars. Choked with frustration, they are best driven fast or not at all.

Not so the BMW 635CSi.

It's certainly fast: it can reach 60mph in only 6.9 seconds and has a top speed of 140mph.

But it isn't temperamental: after you take it out of the garage for a drive you won't need to take it into a garage for a re-tune.

Because with every turn of the crankshaft a computer adjusts the mixture of air and fuel as well as the ignition timing.

This means you always get the most out of the six cylinder engine: the most miles per hour and the most miles per gallon.

And more miles between services.

The 635CSi has a Service Interval Indicator that tells you when a service is really needed depending on how you drive.

But even if you're more often in traffic than you are on the motorway, you don't need a mechanic on stand-by.

In the most demanding conditions, the service interval is rarely less than 10,000 miles.

At £24,995, the BMW 635CSi is clearly a car for the fortunate few. But it's hardly the car for those with more money than sense.

THE ULTIMATE DRIVING MACHINE

THE BMW 628CSi COSTS £19,275. THE BMW 635CSi COSTS £24,995. DOE FUEL CONSUMPTION FIGURES FOR THE 635CSi 4 SPEED AUTOMATIC: URBAN: 19.1 MPG (14.8L/100KM); 56 MPH: 41.5 MPG (6.8L/100 KM); 75 MPH: 32.5 MPG (8.7L/100 KM). PERFORMANCE FIGURES SOURCE: MANUFACTURER/MOTOR. PRICES CORRECT AT TIME OF GOING TO PRESS. INCLUDE CAR TAX AND VAT BUT NOT DELIVERY OR NUMBER PLATES. INCLUSIVE DELIVERY CHARGE INCORPORATING BMW EMERGENCY SERVICE AND INITIAL SERVICES £198 + VAT. **FOR A BMW 6 SERIES INFORMATION FILE, PLEASE WRITE TO: BMW INFORMATION SERVICE, PO BOX 46, HOUNSLOW, MIDDLESEX OR TELEPHONE 01-897 6665. FOR TAX FREE SALES: 56 PARK LANE, LONDON W1. TELEPHONE 01-629 9277.**

CONTENTS

COVER PHOTOS :
Asset, DPPI

PAGE 6

GRAFFITI

Everything seems to be going wrong for Keith Botsford these days — in a friendly football match at Montreal, the drivers beat the journalists hollow and a hotel rat stole all his luggage at Detroit. What lies in store for him at Dallas?

PAGE 8

PADDOCKS

Strange little pellets were found in Brundle's fuel tank, more reactions to the Monaco GP, the past fortnight's been excellent for racing news.

PAGE 14

THIRD DEGREE

Keke Rosberg might have been willing to exchange his title for a turbo last year. Now that he finally has that precious object in his possession, he still can't have a shoot out with the other protagonists. It must be frustrating for one of the world's best drivers.

PAGE 16

DETROIT GRAND PRIX

Second round on the North American continent, and Nelson Piquet's second win. The circuit would have been more appropriate for an army training course that for a GP. Brabham shares have gone up, whilst McLaren's are staying steady as Prost keeps bringing those points in.

PAGE 59

PRESS BOOK

Here, we go over William's past, with facts and figures togther with some photos from the archives, beginning with his F1 debuts in 1969. Starring, Keke Rosberg and Alan Jones, co-starring, Belso Kuwashima, Magee, Robarts and Zapico. Press book — the column which adds a few grey hairs to everyone!

PAGE 72

STEFAN BELLOF

Not many team managers were exactly over enthusiastic about taking this wide-shouldered man into their own teams. Ken Tyrrell finally decided he would, and recevied a few DMs into the bargain. That's how talent scouts get good reputations.

PAGE 78

RICCARDO PATRESE

Here's a portrait in words with a difference — Riccardo Patrese depicted by those who've been with him during his career, those who know him well. Here at last is an insight into a most secretive driver.

PAGE 84

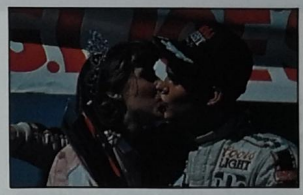
THE FINNS

Finland is Rallyman country — which proves that Keke Rosberg is no freak. We just had to go there for a visit, just to try and understand.

PAGE 90

MILWAUKEE AND PORTLAND CART

If you don't have a March on planet CART, don't go hoping for a good result. It's an exciting show in spite of all those Marches, but don't tell Bernie Ecclestone...



PAGE 98

MID OHIO IMSA

First win for the Porsche 962 in the USA. Will this be a long reign? We don't think so — a counter offensive is being planned.

PAGE 100

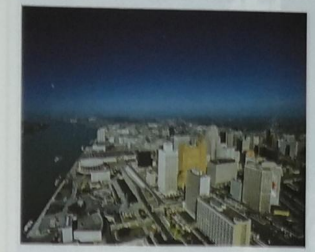
POST SCRIPTUM

Keep those letters coming in! This fortnight's most thrilling piece of news — Steve Warson and Julie Wood are in love! Those in the know will understand.

PAGE 102

COMING UP IN GPI...

Graffiti



Keith Botsford

Montreal's a bit of all right, know what I mean? Once you get past the idea they talk frog over there. Like I remember last year I was on this Christian Tortora talk show on some radio station and you'd get these people asking you questions and insisting they were talking French: couldn't understand a word. Had to have an interpreter. Otherwise, the undisputed North American champion for French fries, for pricey restaurants carved out of old granite and screwed up hotel reservations (the Hyatt, god bless'em ought to learn from the Westin here in Motown, where they cancelled everyone's and then gave 'em back for thirty bucks extra) was in great nick: sunshine, revelry, a cracking race, Piquet with a hotfoot perched on top of the lockers in his garage just grinning.

The reason for this sunnier humour I'm in is that Montreal gets out and *does* something at GP time. Not like some circuits where they just take in the money and forget the rest. Take the fact that Montreal alone, of all circuits, has a mechanics' night: a street all done up in bunting, a party and a lot of loose fluff. Or take the annual football game between drivers and journalists. It was won 9-1 by the drivers, this year. Mansell scored two by imitating a Sherman tank and Bellof scored two thinking he was Rumenigge. Cheever did his Italianate bit and also scored twice, though the ref called one back for offside. The journalists, on the other hand, were a pasty-faced, pooped-out lot, out of shape and out of hand. Keeper (photographer) John Chamberlain, with thoughts of distant erotica on his mind, clutched more air than ball. The drivers played with thirteen, the journalists with twelve, the refs were three and the result predictable. It put Mr. Graffiti in this new mellow mood: the mind too much or too exclusively concerned with motor racing loses touch with reality. Montreal, where you can walk the whole city underground (and need to in winter) was a place with a bigger vision. One of the signs of oncoming age that now afflicts me is that I'm not as adventurous as I was (was I ever?). I therefore turn down offers to go rafting down rapids with my more intrepid colleagues. I see white water, concealed boulders, and much discomfort. But a lot of my colleagues went down the Red River together with Bellof, Senna, Patrese, Alliot, Boutsen and Surer.

ASPARAGAS: A NEW FORM OF COOKING GAS OR WHAT TYRRELL PUTS IN HIS FUEL?

My understanding of the circumstances suggests I made the right decision. The day was spent by Bellof and Senna in pushing each other into a raging torrent, by dignified FISA officials like Yvan Leon and Gabriele Cadringer losing their dignity in similar circumstances and by Mme. Boutsen trailing on a rope 200 yards downstream: the rope, I gather, she was not exactly trailing from, but rather trying to grasp it. Besides all that, I would think it infra dig to go about in wet suit and lifejacket. Nor were such accoutrements, I'm told, proof against the wild and carnivorous Canadian mosquito. Finally, gastronomically, a meal of beans in maple syrup *(specialité du Québec)* would not have been my idea of how to end a day. Apparently, once you've ingested it, you can no longer get up. Everyone had a good time, though. But you know how people lie about their holidays: glorious picnics (sandwiches full of sand), great little hotels in Mah-jor-car (flea-pits with surly waiters) etc.

Alain Prost became one of the significant wits of the age in Montreal, however: and that is news. He had just finished his press conference (the onerous chore that falls on all drivers who succeed, especially in North America, where there is always one dim-witted lady reporter who asks, *"And does your wife like it when you're out there driving?"*) when a group of aggressive, pushy (are there any other kinds?) TV reporters caught up with him, trailing miles of cable and idiot questions. My colleague Moncet from French television (he of the clear, plummy voice) sought to spare Alain. *"Alain Prost"*, he said, *"what do you think of the outcome of the Alboreto-Zigliotto fight?"* As it happens, Alain was not a party to the now famous puglistic encounter between the man from Rombo and the Ferrari driver (Alboreto, provoked, was worsted and Zigliotto did no honour to his profession — after all, what would happen if we all went about first writing that Michele went slow at Monaco because he was counting his investments outside Italy and then slugging drivers with whom we have private dislikes?) and his reply to Moncet was classic F1 thinking: *"Did Alboreto improve?"* In our business, you see, they think only of going quicker. But then Alain, too, has had his ruckuses with the press.

Two other *bons mots* also fell from F1 lips in the past two weeks. One was Jacques Laffite reassuring Frank Williams on leaving the pits after Saturday practice: *"Don't worry, Frank, I'll manage to qualify the motor home"*.The other, more malicious, since it concerns his financial and promotional rivals in American racing, is ascribed to Bernard Ecclestone in Detroit: *"What's the difference between F1 and CART?"* You don't know? *"In F1 the spectators know all the drivers; in CART the drivers know all the spectators."*

Between the two races, Mme Graffiti and I drove in leisurely fashion from Boston to Detroit. I ate junk food with passion and we sampled motels of most varied sorts; we rejected the ones with too imaginative names and Madame rejected the ones with waterbeds. What was astonishing, apart from the beauty of New Hampshire and Vermont and the clarity of the air, was the North American diet. I mean, a woman eating a butterscotch sundae at eleven a.m. or, for that matter, myself devouring an Italian meatball sandwich. Junk is junk, and lovely too. There was one roadside stand (we took only the most backwoodsy roads and managed a thousand miles without once touching a motorway) which was offering asparagas: a new form of cooking gas or is that what Ken Tyrrell puts in his fuel? And just as we were contemplating other F1 variations on vegetables, cars with arty chokes, turnips for boosts and the like, and as I was relating how crafty we were to be on the back roads where you can drive in safety at 70mph instead of the wretched American statutory 55, we were hauled in by the longest, coolest, politest black state trooper in New York. Where did we live? Well, actually, in Paris, in London, around the world. Then why did I have a Massachussets licence plate? Well I'd lived there too. Also in Brazil, Puerto Rico. Anyway, my theory is that in England you greet a speed cop with *"Hi, officer!"* and in America you say, *"Good morning, constable"*. Baffle em.

Detroit, you might say, did not dawn brightly for us. rising on race morning at my customary early hour (a little before Harry Truman) I went out to get some ice only to find my shoulder bag) bought from some Amazon Indians in Brazil) tied to the door of my room. Well, I thought to myself, you did have a little *rouge* last night, you are forgetful, some nice soul has brought your bag back to you. Then I came back into the room, having nicked a roll off a stale room service tray on the floor, and had my Pepsi and roll: the non-continental breakfast.

"DON'T WORRY FRANK I'LL QUALIFY THE MOTOR HOME."

It was then I realized that we had been done. Very professionally. All my loot, my tape recorder (loaded with fascinating interviews about suspensions and the like), Madame's cameras and other items of domestic bliss. Already ill-disposed towards a hotel which deafened me with super-decibels (some drivers below the 20th floor couldn't sleep) in the lobby, with lifts littered with beer-drinking fans who didn't know F1 from croquet but were determined, nonetheless, on a good time, I took a further look about our room and realized that the thieves had actually put on my underpants, my shirt, my Pirelli tie, my new suit from Paris and walked out dressed as myself. In short, looking sharpish, respectable and, armed with my room-key, unarrestable.

The result has been a little instant celebrity, huge efforts by Detroiters to reassure me that it's not the city (*"A nice place,"* sait one wag, *"I'll come back when they finish building it."*) but just the wages of sin in general. I was on the front pages of the local press because two years back I'd said I'd visited better-run Grands Prix: quipped one journalist, *"Detroit strikes back!"* In fact, I don't hold it against Detroit at all. I've been robbed elsewhere. Both literally and metaphorically. I just admire a man with enough style to steal in while we're sleeping, walk out as me, and leave behind a bunch of grapes, including two by the front door. As my credentials were also gone, it cost my colleagues a little extra sweat: track security were on the lookout for my grey suit, a pipe and someone passing themselves off as Botsford.

The hotel did its best with apologies, the charming Evelyne Mosby, motherhen to the Detroit press-room found a new tape recorder, coleagues pressed (metaphorically) money on me and Mme Graffiti said, while demolishing a splendid steak at Carl's Chop House (best since Argentina): *"It would have been so much more interesting if we'd been tied up and gagged an had to watch it all. As it is, I feel something's happened and we missed it."* they tell me in Detroit it was better we didn't wake up. If a Lotus mechanic can have a gun at his back while standing at a urinal, I suppose we might have been cheerfully and sleekly shot for objecting. □

Ken Tyrrell

TYRRELL'S SECRET INGREDIENT

Ever since the start of this season, when Ken Tyrrell's F1, cars were first seen to be fitted with a form of water injection to the engine, it has been assumed that its purpose was no more than a fiction to justify the addition (towards the end of each race) of water ballast on a car which is known to be under the minimum F1 weight limit of 540 kgs.

The procedure (as already detailed in GPI) is as follows. (1) Start the race with sufficient fuel to complete the distance, but without any "injection" water. At this stage the team runs the theoretical risk of having to drain its fuel tanks and submit to weighing , although to do so it would be necessary for FISA to interrupt the race itself. (2) Stop late in the race for a lightning quick pit stop, at which the "injection" water tank is "topped up" under pressure. With the weight of this water on board, the car will meet the 540 kg limit and can safely go through post-race scrutineering if picked out by race officials.

At Detroit, the 2nd place Tyrrell of Martin Brundle made its scheduled stop at the completion of lap 32, at a moment in the race which Ken Tyrrell deemed to be suitable in terms of traffic. As usual, water under pressure was pumped aboard. It was the sole purpose of the stop, for although Brundle's front tyres had worn quite badly, Tyrrell decided not to waste any additional time in changing them.

The difference at Detroit was that officials of the organizing club, the SCCA, decided to take a closer look at the water injection system. Brundle's 2nd place gave them a golden opportunity to do so, and we understand that SCCA scrutineer John Timanus was particularly anxious to examine the car. There have been rumours ever since Tyrrell's 1982 Las Vegas victory (where Timanus was also officiating) of possible irregularities on Michele Alboreto's winning car.

The SCCA Detroit report on post-race scrutineering, hand written and signed by Timanus, shows that six cars were examined, including both Brabhams and Brundle's Tyrrell. The Tyrrell proved to be the lightest car on the scales, but at 556 kg it was well within the 540 kg lower weight limit.

"The liquid bag (of Tyrrell No 3) was opened for inspection," continues the report. "The bag contained some small round metallic balls which will be sent along with liquid samples for analysis."

The report also shows that the liquid can be "injected" by means of a pump to the engine air intake trumpets, although of course there is no evidence that this pump was actually operated by the driver during the race.

The report naturally created a huge stir when it was published almost two hours after the completion of the race. FISA technical adviser Gabriele estimated that the weight of the metallic balls, which are assumed to be lead, amounted to approximately 60 kgs. No attempt appears to have been made to ascertain whether they were put on board the car when it made its pit stop, and although the addition of lead (the only use of which would be as ballast) would probably disqualify the Tyrrell, it is assumed that only water was, in fact, added.

A chemical analysis of the samples taken by FISA will be made public on July 18. Any remarks made about the liquid or the metalic balls before that time are, therefore, pure speculation. Nevertheless, some of the journalists in Detroit were already speculating on what attitude FISA would take if the metal does indeed prove to be lead.

For example, what effect would lead have on the normal fuel injected into the engine? Does it, perhaps, enhance the octane rating of the fuel? If so, is it permissible, in the same way that the use of water injection was allowed last year in spite of a lengthy argument against its use presented by none other than Ken Tyrrell?

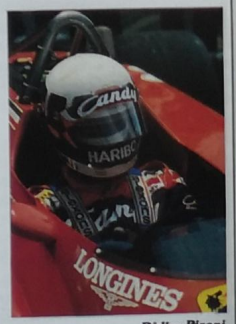
Could it be, even, that Ken Tyrrell is attempting to create confusion within FISA in an attempt to revenge himself upon the officials who ruled against him one year ago?

All will be revealed in due course...

THE VERDICT FOR PIRONI

Didier Pironi's hour of truth is coming closer, two years after his serious crash during practice for the German Grand Prix. Pironi will soon be having the iron plate removed form his right ankle, and he will be able to then start phase 1 of his fight to become a racing driver once again — he will be having a first in an F3 on a secret date at a secret circuit: "I should know by mid-July just what my capacities are," he said, "if all goes as planned, I'11 be practicing this summer in an F1."

The F1 will most probably be a Ferrari: "I've been keeping in touch regularly with Enzo Ferrari. I am in charge of French imports for offshore boats built by the Lamborghini group at Bologna, which is 30 kilometers from the "Commendatore's" office. I often went to see him there. If I'm fit to race again, I don't think I'11 have too much difficulty in finding a competitive car."

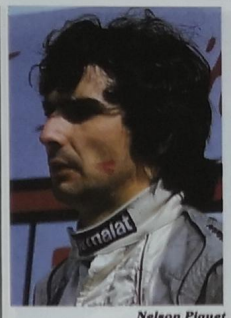


Didier Pironi

BOOKMAKERS

Nelson Piquet has made a good recovery on the London bookmakers' lists. Following his Detroit win, the Brazilian is quoted at 7 to 2, which puts him in second position behind Alain Prost, at 8 to 11, you won't be winning much if you place your bets on the little Frenchman.

Niki Lauda is now in 3rd position at 4 to 1. A long way behind them come Arnoux in fourth position at 14 to 1, Rosberg is fifth at 17 to 1, Alboreto 20 to 1, de Angelis and Warwick, 25 to 1, Mansell and Tambay, 100 to 1, Laffite 250 to 1 and Patrese 500 to 1. All the remaining drivers are quoted at 1,000 to 1. Although the bookmakers list their odds in more or less the same order as the provisional results list, Piquet is in the most flattering position (4th at present in the world championship) and on the other hand, the British betters are being wary about placing their money on Derek Warwick (6th in the championship), and especially on de Angelis who is lying third in the race for the title, driving a Lotus...



Nelson Piquet

AUDI GETS AWAY

Stig Bomqvist's victory at the New Zealand rally, which we'll be giving a full account of in the next issue of GPI, seems to have dash Lancia's hopes in the world championship. Audi's first win at New Zealand after two unlucky participations, means that it now has a 96 point lead in the overall results, and Lancia has 54. The Italian constructor had only entered one car in New Zealand, it was driven to second position by Marku Alen who will not be competing in the Argentinian rally, the next round of the world championship, on July 27 to August 1.

In these circumstances, it seems as though Alen, who came to New Zealand with the world title at the top of his list of priorities, will have to watch the Audi drivers get away. The Finn is 8 points behind the Swede Blomqvist, and has a cushion of 4 points on fellow countryman Mikkola. Audi will be entering three cars in the Argentinian rally for Hannu Mikkola, last year's winner, Stig Blomwvist and Jorge Luis Recalde. The latter is the Argentinian rally champion, and usually drives for Renault.

TOIVONEN WINS AT YPRÈS

Henri Toivonen is making up for his rare appearances in the world championship by his European championship results. Last Sunday, he won the Yprès 24 hours at the wheel of his Rothmans Porsche with a cushion of 27 seconds on Jean-Claude Andruet's Lancia. The Frenchman's lead would have been greater in the Belgian classic, if his gearbox problems hadn't cost him 90 seconds.

Results: 1st Henry Toivonen (SF), Porsche 911, in 5 hours 16 m 24s; 2nd Jean-Claude Andruet (F), Lancia 037, 27 seconds; 3rd Patrick Snyers (B), Porsche 911, 5m 07s; 4th Carlo Capone (I), Lancia D37 6m 15s; 5th Jimmy McRae (GB), Opel Manta 400, 13m 12s; etc...

MAKING UP

Will Porsche and FISA make up? A rumour is spreading like wild fire, that Jurgen Barth has been appointed by FISA to take charge of Group C promotion. Barth, who is in charge of relations between Porsche and its numerous Endurance customers, is therefore considered as the German construtor's spokesman.

Jean-Marie Balestre would even be prepared to send him as a mediator, starting this year, to solve the thorny problem concerning the 1985 rules and regulations.

Mr KEN TURBO?

Cosworth founder Keith Duckworth, on rumours that Ken Tyrrell will shortly be taking delivery of the turbocharged F1 engine on which his company is working in collaboration with Ford: "I don't know about that. If Ken is making plans, I hope he's not counting on delivery this year..."

Audi Sport-Quattro

A FISHY TANK

He had earned himself a specific kind of reputation. Ken Tyrrell was known as the incorruptible, the righter of wrongs, the man who was always going somewhere. He was also known as the traitor, the embittered man, the dethroned king, hanging on to his glorious past like a dying man clutching at a straw. He would put protests in right, left and centre. Water injection was against the law, he insisted, because it changed the properties of the fuel, or there was the illegal turbo, powered by a forbidden turbine. Jean Sage from Renault had made him his pet hate.

And then, a few hours after the Detroit Grand Prix had ended, Ken Tyrrell had changed sides. In spite of himself. From being a member of the jury, he was now standing trial. He is accused of a wrong doing, which we have been following closely since GPI No 79, the taking on of water during the race. Today, that water is perhaps not what it may have seemed at the time, but rather ballast in the form of lead sinkers which cover the bottom of the fuel tank, as revealed in our photo on the left page. Is the ballast taken on from the onset of the race? or midway? Does the water, which in fact isn't water, work its way up to the air intake trumpets? If that is true, do the drivers really use it? There are so many justifiable questions that it's difficult to provide categorical answers.

Martin Brundle's second place and Bellof's second fastest time during the warm-up just seem to make things even more fishy. Who's to stop anyone from thinking that the black Tyrrell weighed more than 480 kilos on that Sunday morning? It's not a good idea to provide the enemy with arms to beat you at your own game, especially in Formula One, the rules here insist that the best form of defence is attack. Brundle and Bellof are sufficiently exceptionally talented drivers that they shouldn't have to run the risk of punishment. Ken Tyrrell has the flair for sniffing out future champions, but he ought to give a thought to them, even though trying to survive in the midst of all that destitution means that he sometimes has to resort to being wiley. Ken Tyrrell was the one who started the dousing, and now he himself has come in for a thorough soaking. Let's hope that his two super talented drivers' reputations come out high and dry.

GROUPS C AND B

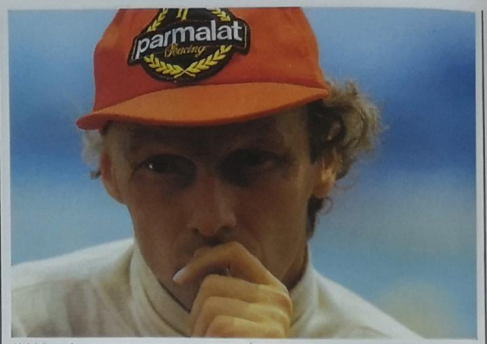
Lack of space was the reason behind our not mentioning Group C at Le Mans. It's regretful, in that Group C, (so dear to Jean-Marie Balestre) put on a superb show during the race within the race. The group C winning car was O'Steen/Morton/Katayama's Lola T616. The three men took the lead in their category during the night, making the most of gearbox problems affecting one of the faster Cs, the Jolly Club Alba-Giannini, driven by Finotto/Facetti/Vanoli. Mazda's overall results at Le Mans were quite remarkable. Four cars powered by rotating Japanese engines, (the two BF Goodrich Lola T616s and the two Mazdaspeed Mazda 727Cs were at the finish. Busby/Hayje/Koop's Lola came in third, for the same category just behind the Grand/Witmeur/Libert Rondeau 379-Ford. In absolute terms, the Rondeau was faster than the Lola, but it had to keep down on the revs to cut down on consumption, imposed by the strict fuel limitation in Group C.
The BMW M1 driven by the French team, de Thoisy/Yvon/Dagoreau was the Group B winner, and finished 14th overall. They had a 7 lap lead on Haldi/Heger/Krucker's 930 Porsche.

FI'S FUTURE IN NORTH AMERICA

Despite signed agreements which guarantee the future, in theory at least, of the three existing North American world championship GPs, there are worries on the horizon.
With Dallas still to race, the two events which could be compromised are the Canadian and Detroit Grands Prix. In Canada the problem is purely financial, while Detroit continues to suffer from organizational hitches which do nothing to improve the image of the city and its Grand Prix.
In Canada, not for the first time, there are rumblings from race sponsor Labatt's (beer) that the escalation in F1 costs has gone over the affordable limit. In an interview published by the Montreal *Journal* on the day before this year's race, Labatt's president, Pierre Desjardins, announced that unless FOCA's $2 million bill was reduced, the brewery would withdraw its support.
"We cannot absorb any further increases," said Desjardins. "We have supported the Grand Prix in Montreal for the past seven years, but we cannot continue if the cost continues to increase."
In Detroit, where the Detroit Renaiss..nce Association under the presidency of Henry Ford has promised financial support to the city's GP for the foreseable future, the threats come from a different source. Several major corporations which support the race have been informed that promises made to them about commercial promotions cannot be kept.
Some of the blame for this state of affairs is due to the many changes that have taken place among the personnel involved in the organization of the event. Other deficiencies have been revealed in areas as diverse as the allocation of credentials and the state of the track surface. It seems unlikely that FISA will be prepared to issue a track licence to Detroit for a race in 1984 unless extensive stretches are completely resurfaced — with the cost falling directly on the municipal authorities, at the taxpayers' expense.
Nothing has yet been decided about the future of the two races. but with Bernie Ecclestone and Jean-Marie Balestre anxious to maintain a genuinely "global" world championship, it seems that concessions will have to be made if the series is to return to Montreal and Detroit.

ALFA ROMEO'S NEW TECHNICIAN

Briefly mentioned in our Montreal *Cockpits* was the engineers' "palace revolution" at Autodelta

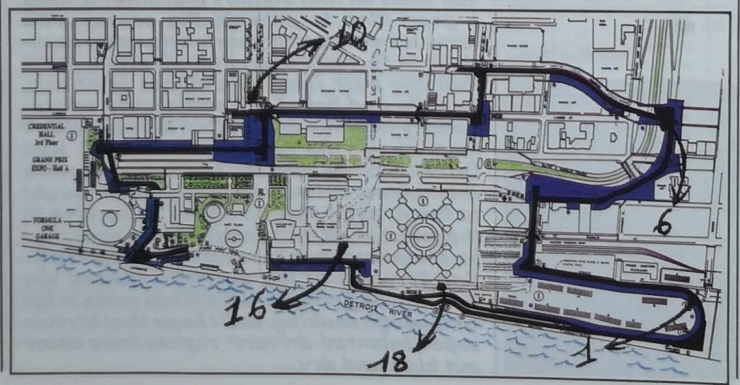


Niki Lauda.

and the appointment as Technical Director of ex-Lancia man Giovanni Tonti. More details have since emerged, although it seems likely that the arrival of Tonti is only the first move in what could be a major turn-round in the structure of the Milan-based Alfa Romeo Grand Prix team.
Tonti himself had served almost 20 years at Lancia when invited to join Alfa. Among the many projects with which he was involved were rally cars like the famous Stratos and the race-going Beta Montecarlo. Over the past two years he had been in charge of the LC2 endurance project which, paradoxically, had its most convincing race ever at Le Mans, on the same weekend that he took up activities with Alfa Romeo.
In theory at least, Tonti's appointment was made by Alfa President Ettore Massecesi, at the request of Alfa F1 drivers Patrese and Cheever, both of whom knew about his engineering abilities from their days as members of the Lancia endurance driving team. But it has been noted that Tonti, unlike his predecessor Carlo Chiti, is an engineer first, with little interest in the complicated politics of the state-owned Alfa Romeo conglomerate.
Chiti remains, now languishing in a desk-bound job as President of Alfa's Autodelta racing division. It remains to be seen whether the veteran engineer, "father" of Alfa's famous aspirated 12-cylinder and turbocharged V8 F1 racing engines, will be able to retain his close relations with Massacesi.
Meanwhile, we anticipate further steps by Euroracing boss Paulo Pavanello and his wealthy partner Mario Casoli to strengthen their control of Alfa Romeo racing activities and to reverse the conspicuous lack of success which the once famous name has encountered since it returned to Grand Prix competition five years ago.

DRIVERS MEET

Most of the drivers present at the Detroit GP answered a call from Niki Lauda to meet on the evening before official qualifying began. Could this be the start, we wondered, of another concerted attempt to protest FISA/FOCA mishandling of the new rules for 1985?
"Not at all," said Niki. "I just want to ask the drivers what they think about the present situation in F1. After all, we haven't had a meeting for two years, since just after the Kyalami business..."
Lauda declined to make a statement after the meeting of what had been discussed. It seems likely however that a major item on the agenda was the still unsettled question of whether or not to support the FOCA move to maintain the current 220 litre fuel capacity limit (instead of reducing it to 195 litres). Of equal importance is the knotty question of restricting both the power of qualifying engines, currently estimated at 1000 horsepower for certain "sacrificial" units, and the number of cars on the track at any one moment in qualifying. When GPI asked Lauda which method he preferred of restricting the power of race engines, he said: "The only feasible method is to restrict the fuel capacity, and I am in favour of a 220 litre limit."
What, we asked, would he say if he himself happened to run out of fuel on the last lap while leading? "I'm talking about principles", he responded. "You can't include your own problems..."



DANGEROUS TURNS

The GP with a difference — Detroit. It now has the highest circuit record of drivers coming off the track whether during practice or the race. The arrows indicate were those turns are, 1,6,10 and 18. Turn 1, Senna (during the race). Turn 6 de Cesaris (Saturday afternoon), de Cesaris, (Saturday afternoon), Cecotto (Saturday afternoon), Fabi and Surer (Friday afternoon). Turn 18 Senna (Friday afternoon) and Bellof (during the race).
There are going to be quite a few new tubs at Dallas.

AND NOW FOLKS, CURAÇAO!

Yes FI is getting on very nicely, thankyou. Especially if you believe everything you hear concerning the organization of numerous GPs on circuits that have never been used for that purpose. You've therefore heard about projects for Moscow and Paris, together, with Rome and Miami where the IMSA GP is held at the onset of each season. Here then, is the latest news, it's not official, but FISA have given the rumour credit; a GP will be organized (counting for the world championship), at Curaçao.
Just in case you can't remember where Curaçao is, let's have a look at the Atlas: Curaçao is a small island in the Netherlands Antilles off the NW coast of Venezuela, surface area: 173 sq miles (about four times larger than Jersey); population: 155,000. Capital: Willemstad. Economy: oranges and oil, (the financial backing necessary for the organizing of a GP coming from the famous sour oranges).
The circuit itself is situated in the port area. An aerial view of the 3.750 km circuit, sent to the FISA. PR man, Gilles Gaignaul, indicates that the town looks nice enough, but that the surroundings are rather similar to Long Beach in its early years. The Curaçao promoters would like to have the date fixed around the 1985 Dallas date, which should take place in July.
Another candidate on the waiting list for next year is Japan. They held GP's up until 1977. It'll be a question of either Suzuka or Mount Fuji. Not both.
For 1986, other rumours are circulating, for example, Australia-which has been going around for quite a while now, and San Diego, with its magnificent marina in Southern California, just a stone's throw from the Mexican border. They would like to have the GP in the spring, and are prepared to construct a semi-permanent circuit, rather like Montreal. All the projects will be examined on July 18, by the executive committee at FISA. Their decision will be made public at the beginning of October.

Michele Alboreto.

DANGER FOR MONACO?

FISA will be examining the double complaint in Paris on July 18, which came in as a result of the stopping of the Monaco GP from the Brazilian Confederation of Auto Sport and from the body of sporting officials. The Brazilian Confederation has put in a protest in precise, biting terms, concerning the stopping of the race, "a decision, whose aim was obviously to protect the provisional leader, a French driver, just when he was about to be overtaken by a Brazilian driver". The CBA, (Confederacao Brasileira de Automobilismo) has based its protest on the procedure used by Jacky Ickx, the race clerk, saying that it was not according to the FISA rules. The international body of sporting officials have used the same motive.
FISA find themselves in rather an awkward position, faced with a 'fait accompli'.
The Monaco GP results will almost certainly not be modified, and the points attributed for the world championship will remain unchanged. But, the ACM will probably be heavily fined. There may be the possibility of taking the Monaco GP off the world championship calendar for a given length of time. This last measure, is highly unlikely. The Monegasque round is a big favourite with the sponsors. Jacky Ickx might also have his race clerk's licence suspended.
Whatever mistakes were made by either the ACM or Jacky Ickx, the whole affair smells of revenge. The ACM has been in the FISA sights for a long time now, since they refused to pay up an agreed percentage of the television takings in conformity with the Concorde agreement. Jean-Marie Balestre is accusing Jacky Ickx of being his own judge, whereas it was the FISA president himself who accorded him the race clerk's licence a week before. He said at the time that the Belgian champion's new activity didn't clash with his racing activities...

STATUS QUO AT FERRARI

Despite the rumours concerning the possibilty of Senna being hired on by the Scuderia, Enzo Ferrari announced himself, last week, that René Arnoux and Michele Alboreto, will remain the official Ferrari drivers for 1985. In reply to those who thought it was rather premature to announce such a decision, the 'Commendatore' made it clear that it was to strengthen team cohesion, which is going through rather a difficult period at present.
This piece of news was warmly welcomed in Italy, which proves that inspite of its irregular results, the Scuderia has lost none of its popularity so frequently demonstrated by the enthusiastic tifosi.

THE PUNCH

The fight that broke out between an Italian journalist in the Ferrari pits has had the pressmen busy at their typewriters recently. We just couldn't resist the temptation to let you know what's happening. It's the first time that this kind of incident has happened in F1. Eugenio Zigliotto from the weekly, Rombo, wrote an article not so long ago, in which he accused the drivers of taking fewer and fewer risks. He was referring to the Monaco GP. He said that now they were more worried about trying to get out of paying taxes with another reference to the haven of Monaco. Among the drivers he mentioned was Alboreto. When the driver saw Zigliotto at Montreal, he asked him to please follow him to the Ferrari pits. "I've got something to say to you," he said, poking his wanted finger at his chest. He said that he never wanted to see him write another article of that kind, threatening to make him swallow his pen if he didn't get the message. With things getting off to such a bad start, the discussion could only get more heated. Alboreto ended up taking Zigliotto by the shoulders and pushing him out of the Ferrari pits, cursing as he did so. Zigliotto's reply was to sock him one, splitting the Italian champion's lip. If Forghieri and Piccinini hadn't come to break them up, the two men would have gone a lot further. Zigliotto has since proferred his appologies to Alboreto. Alboreto won't listen.

TOPS

More and more F1 drivers are being drawn to endurance. Now Marc Surer's let himself be seduced. This former Group C Ford driver will be making his debut for the Nürburgring 1,000 km. He will be driving a Porsche 956 Kremer.

As a result of the misunderstanding of the exact cause of the Lancia problems during the first round of the world Endurance championship at Monza, we'd like to make it clear that the fault came from the wheel rims, and not the Denloc device itself.

Hurley Haywood has signed up for the rest of the season with Jaguar for IMSA races. He will be replacing Pat Bedard, who had a crash at Indianapolis. So, now, Bruce Leven's looking for someone to replace him for his 962. John Paul Jr, recently 2nd at the 24 hours, is the hottest contender, he is considered by many as one of the fastest of the IMSA drivers.

Peter Sauber is giving the finishing touches to a Sauber C7. It's rear portion has been modified in order that a 5.7 litre Chevrolet engine be fitted, in compliance with John Kalagian's wishes. He drives a Lola in IMSA races. The Swiss GTP will be tried out at Monza by Johnny Cecotto before it goes over to the States.

Howden Ganley's creation, the Tiga SC284 might also shortly be entered for the IMSA championship. It is powered by a Mazda engine, It was first raced at the Silverstone 1,000 km.

Ferrari's racing director Marco Piccinini, on the four cylinder "economy" engine which was expected to be raced later this year: "The four-cylinder engine is an official Ferrari project, but we never gave any specific date for its first appearance. It is definitely not for this season..."

Niki Lauda, trying to be polite about the difficulties of getting a 750 horsepower F1 car through the potholed streets of Detroit: "It's a bit like using Concorde to fly from Rome to Milan..."

Lola T616-Mazda

ZAKSPEED F1

Following the news that a new F1 - the Minardi, powered by a turbo Alfa Romeo engine, driven by Nannini will be raced for the first time at the Italian GP, a second new F1 will be on the scene by the end of the season. It is Erich Zukowski's Zakspeed. The Polish engineer, who lives in Germany, was in charge of the German Ford Championship for quite a while before being appointed by the American Mustang GTP constructor to deal with the IMSA programme. What role does Ford play in all this? Hard to tell at present. Ford are already backing Keith Duckworth's work on the turbo Cosworth engine. The Zakspeed F1 will be engined by a turbo designed by Zukowski, using a four cylinder Ford basis. The Zakspeed will be making its first appearance at the European GP on October 7, at the Nürburgring. It will be driven by Klaus Ludwig, the IMSA Zakspeed driver, and recent Le Mans 24 hours winner. There are whispers in Germany of two possible sponsors, New Man and Warsteiner.

LOTUS AT INDY

Peter Warr lets out a sigh of relief. Gérard Ducarouge - who he's been jealously watching each time he pops off to chat with another team, has decided to stay with Lotus.
Peter Warr has dangled a tempting programme in front of his eyes: F1 (of course), but also CART. Ducarouge has already designed the car, and it is said that construction has commenced. Three Lotuses will be entered for CART, with, in Ducarouge's words, "drivers who'll get the ink flowing". The Lotus Indy team will be based in the States, and its official name will be, Winkelmann Team Lotus. You will remember that Roy Winkelmann entered Lotuses in F2 over a long period of time towards the end of the 60s, with drivers such as Jochen Rindt.
The return of Lotus to Indy, some 20 years after Clark's win, re-edited by Graham Hill in 1966, clearly shows that the British team now has new technical and financial ressources. Colin Chapman was the first to send the cars to Indy in 1963. They had two consecutive victories in 1965 and 1966. The last time they raced around the oval, was in 1968. Let's hope that the Lotus will be luckier than the Theodore and Ligier were this year.

Gérard Ducarouge

PAUL BOWS OUT

Paul Belmondo, the actor's son, was entered for the Le Mans 24 hours, in a Porsche 956. The drivers with whom he was to team up, turned out to be the winners, Ludwig/Pescarolo. This idea was probably more due to the wishes of the sponsor, backing both Belmondo and Joest, (New Man), than the German team or even the young man himself. In the end, Paul Belmondo, who is performing really well in the French F3 championship for his second season, decided to forfeit his entry, deeming that he hadn't adequate experience to drive at Le Mans in a 956. A most wise decision.

ESTORIL GP

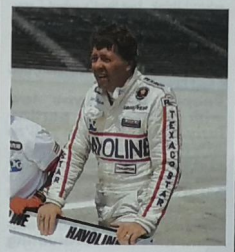
FISA circuit inspector Derek Ongaro, on the Portuguese circuit at Estoril, where the final round of the 1984 world championship is due to take place on October 21: "The circuit looks as though it's going to be OK. But they still have to come up with some answers to the questions we have asked them about their organization..."

THE TRAVELLER

Le Mans or the European championship for saloon cars at Zeltweg? A hard decision which Stuck (much to the displeasure of Walter Brun) and Dieter Quester had to make — they chose Zeltweg, BMW were there to remind them of their contract conditions. On the other hand, Hans Heyer found a more original solution. He managed to team up with Baldi and Barilla at the wheel of the works LC2 Lancia at Le Mans, and also raced at Zeltweg. How did he do it ?
Having finished practice and qualification on Wednesday and Thursday he took advantage of his day off on Friday to carry out the Zeltweg practice sessions. He was aided in that he used a private jet and helicopter as his means of transport.
He returned to Le Mans the same evening, and got on with the job of racing the Lancia on the Saturday when it was his turn. He left Le Mans in the early hours of Sunday morning for Zeltweg. The German who can often be see wearing an Austrian Tyrolean hat, hiding his prematurely balding head, actually won the race, thereby staying ahead in the European championship. Well played.

CART RESULTS

Although Tom Sneva only came in fourth at Portland, he's had a good month of June — he's kept away from the Indianapolis winner, Rick Mears. Due to his win at Milwaukee, Sneva now has a substantial lead of 27 points over his rival in the championship for the CART title. Mears finished 2nd in Milwaukee and 10th at Portland. Behind these two familiar faces in CART racing, we find three young drivers



Tom Sneva.

following in their fathers' footsteps — Michael Andretti, Al Unser JR and Geoff Brabham.
Here is the provisional CART results list after five rounds: Ist Tom Sneva, 68 points; 2nd Rick Mears, 41 points; 3rd Michael Andretti, 40 points; 4th Al Unser Jr, 35 points; 5th Geoff Brabham, 32 points; 6th Mario Andretti, 28 points; 7th Al Unser Sr, 24 points; 8th Howdy Holmes, 22 points; 9th Danny Ongais, 19 points; 10th Derek Daly, 18 points; 11th Gordon Johncock, 17 points; 12 Roberto Guerrero and Jacques Villeneuve, 16 points; 14th Teo Fabi, 15 points etc.
All these drivers are using March 84C-Cosworths to race, except Jacques Villeneuve (March 83C-Cosworth) and Mario Andretti (Lola 1800-Cosworth).

UNKIND

During the second hour of the Le Mans race, Bob Wollek was having no trouble tailing the 956 Kremer Porsche driven by Schuppan, who was then in the lead. He was just 50 metres behind. The two cars had just come to fill up when suddenly, Wollek came back to the pits, his windscreen spattered with oil. A minute had been lost, but Cesare. Fiorio, the Lancia team manager, was still smiling. One Porsche less, and one of the faster ones at that, he must have thought.
His smile turned into a wide open gape and then a scowl when he saw the Kremer Porsche complete lap after lap, without the slightest engine problem. The Kremer mechanics must have "inadvertently" put too much oil into the Porsche tank. When that happens, the oil is ejected quickly, much to the displeasure of the driver right behind especially if he is too close. Apparently this was common practice in the German championship...

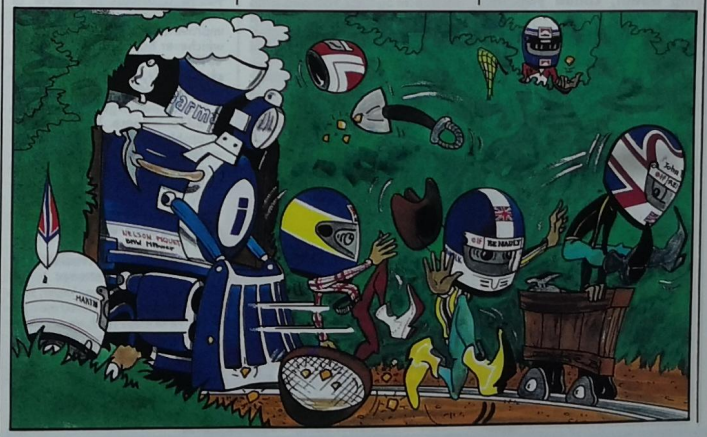
LANCIA OWNERS CLUB

Lancia and Stratos owners from all over the world, join together under the Lancia Stratos Owners Club. It's president is Thomas Popper, 14-17 Shui Fai Terrace, G-3, 23.F1, Greenville Gardens, Hong Kong. This happy club is made up of 93 members at present, all Stratos owners, most of them from Switzerland, England and Germany. Thomas Popper would be grateful for any films of photos concerning his favourite car.

COUGAR IN IMSA

Another piece of good news, this time for Yves Courage from Le Mans. He is the driver/constructor of the Cougar Group C, which had such a good race at Le Mans before it retired during the night, when its Cosworth engine gave out. Firstly he will be taking part in August, in the Elkhart Lake IMSA race at the wheel of his Cougar. He is teaming up with the American, Jellinek, his partner at the 24 hours.
Secondly, Primagaz have confirmed that they will be backing him in 1985 for the world championship, which will be raced with a Porsche engine.
Courage will be able to work on plans now for a new Group C for next season.

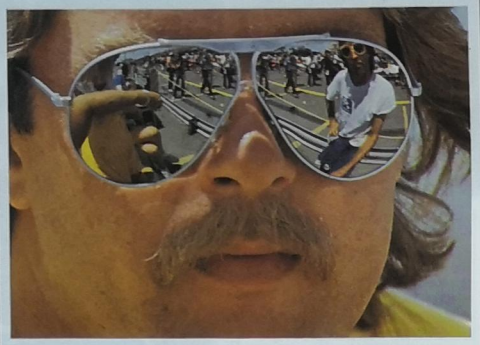
Porsche 956 Kremer



IMSA RESULTS

Randy Lanier and Bill Whittington who came in second at Mid Ohio driving a March 84G-Chevrolet prepared by Blue Thunder Racing, have built a bigger cushion on the South African, Sarel Van der Merwe, who finished fourth in the same race of the IMSA championship. Lanier, a regular, if not the fastest IMSA driver, has quite an exceptional results' list to his credit: 3 victories and two seconds in five races.
The provisional results for the IMSA championship after 9 rounds are as follows: Ist Randy Lanier (March 84G - Chevrolet) 105 points; 2nd Bill Whittington (March 84G-Chevrolet) 88 points; 3rd Sarel Van der Merwe (March 83G-Porsche) 69 points; 4th Derek Bell (Porsche 935 and Porsche 962) 68 points; 5th Al Holdert (Porsche 935 and Porsche 962) 60 points; 6th John Morton (March 83G-Chevrolet and March 83G-Porsche) 56 points; 7th Kemper Miller (March 83G-Chevrolet and March 83-Porsche) 49 points; 8th Brian Redman and Doc Bundy (Jaguar XJR5) 47 points; 10th Pat Bedard and Bob Tulius (Jaguar XJR5) 42 points...etc.

KEKE ROSBERG



KEKE ROSBERG HAS HAD A HARD TWO YEARS. FROM BEING THE TRIUMPHANT WORLD CHAMPION OF 1982, HE STRUGGLED TO FIFTH PLACE IN THE CHAMPIONSHIP LAST YEAR AND NOW FINDS HIMSELF STRANDED ON 11 POINTS THIS YEAR AND WITH APPARENTLY LITTLE PROSPECT OF DOING VERY MUCH BETTER. THE WILLIAMS TEAM HOLDS HIS CONTRACT FOR NEXT YEAR, BUT IT MAY NOT BE ABLE TO HOLD A DRIVER OF KEKE'S TALENT UNLESS IT COMES UP WITH A WINNING CAR. MEANWHILE, THE TEAM ITSELF HAS BEEN UNDER PRESSURE, HAS LOST SOME OF ITS FABLED EFFICIENCY AND DISCIPLINE.

Interview by Keith Botsford

This is the first weekend since Long Beach, I believe, that you are behind your team-mate, Jacques Laffite. How do you explain this?
No, actually it is the *first* time. The reason is that he went quicker in practice than I did. Or rather, less slowly.
Yes, but what is the real reason?
There is no reason. We had no technical problems. The car has a horrible understeer and Jacques is always a little better than I am at dealing with understeer and he just beat me fair and square. It would have upset me if he was on pole and I were third, but I think being nineteenth and twenty-first, it doesn't really make any difference in my life.
Clearly, this is not a particularly good year, either for you or for Williams. What are the basic reasons?
Yeah, I wouldn't call it the high point of anybody's life. Things had already got pretty bad in the spring, but we were still qualifying on the second row on the fast tracks and even battling for pole in some cases.
We knew we were on a downhill slope, but we didn't know it was that steep.
You knew right away in Brazil?
The car was as bad as it had ever been in Brazil on fast circuits, but we now experience something completely different, in a place like this. It's a different world and different problems than on fast tracks.
But you had been testing in South Africa before. Had you not discovered anything there to give you a pointer?
Yeah, we discovered a serious understeer in the South African test which we were only able to cure, and only to some extent, with some 'emergency' solutions, which we knew weren't race-worthy. It was, put it back together again and away we go. Now it's seven months later and we're still understeering.
Is Williams really reduced just to going back to the store-room and picking up whatever's hanging about?
Time is a very important factor. It is very limited. There isn't very much you can do, for instance, between Montreal and Detroit.
There should have been enough time, but there hasn't been enough progress.
Who is responsible for that lack of progress?
I am not, that I know. I've been hired to drive cars. My task is to develop cars as well. To a great extent, my job is to give information to the guy...
But somebody's been slow to react to that?
No, that is not the right answer. Maybe somebody at the beginning was a bit too ignorant about the ways I described the car. It reached the point where suspicions were voiced about my use of the English language. Could I describe complicated matters about racing cars?
Do you mean Patrick Head, since that is who we are talking about, called you an ignorant Finn who couldn't even talk English adequately?
That's the editor laughing, not me.
There are a number of commentators who suggest that Patrick Head made some remarkably bad decisions. One was not to use carbon fibre for the chassis. Do you think he was wrong?
I can't answer that. I'm not a technical man. If Patrick says he can make just as rigid a chassis out of aluminium, I have to take his advice. I haven't the qualifications to say he's wrong.
Clearly the situation at Williams has been quite difficult. There have been rows, have they touched you in any way?
I haven't been in any rows. I have a good relationship with the team. It's the same as it's always been, I have no personal problems with the team. But a driver is a very impatient animal and my patience ran out some races ago. It's a different thing not to make progress; but to keep going downhill is not what I expect from a team with whom I have signed a contract.
Your contract has another year to run. What are your options? Your impatience may have to last a long time yet.
One possibility would be to build a little faster race car.
I'm accusing you of being a diplomat.
That's a very strange accusation. I thought there was a desperate need for those kinds of people in F1.
What you are actually saying, is that this is a season of intense frustration for you. It has to be.
No, what I'm saying is that I'm shit tired of going downhill.
What sort of messing around? Are you a sort of helpless being, while behind you there's 'messing around'?
Yes, I'm a helpless being. At the Brands test we had changes in the car, I throught it was my job to say that if all someone does is change a spring ratio by 200 pounds, they're wasting their time. I'm sure everyone is doing the best they can.
Can that be true if after substantial modifications the car is worse than ever?
There are always bad moments in development.
You're being a diplomat again. It can't be what you seriously think.
I'll put it this way: for sure it isn't what I think, but that's what I say.
A world champion, it must be galling to have cars that are shit.
An absolutely correct definition, and I feel like shit.
People connect you now with other teams, particularly McLaren where you're often seen.
I just enjoy the company of people who have a time computer in the pits. It would be wrong to suggest any other reason.
But you're a crafty businessman: isn't this devaluating your career.
I wouldn't say that. To take a dent like this, I think I'm hardened enough to take it without noticing it.
So, what sort of pressure are you putting on Williams?
I can't put any sort of pressure on; as soon as I do, there's an explosion. It's better to withdraw because I want to live in peace.
Live in peace or leave in peace?
Both ends. Race weeks have become for me just an expectation of Monday.
These explosions: are they with Frank or with Patrick?
I can't put any pressure on Frank. He slips out of my hands; as soon as I apply pressure there's a firm explosion. I'm sure competitive people feel that pressure; they don't need it from me. I've dropped that attitude. I'm like a fish in lukewarm water. What can I do? I tested the car for six months and it's gone worse. Either they're going to say, you're a useless test driver or they're going to do something and improve the car. I'll be a happy man whichever happens.
Williams was always so close-knit, so well-organized. Is it different now?
It's not as well-organized as it was in '82 for instance. They have a lot of problems; organization suffers under pressure. Emergency decisions are taken without sufficient technical back-up: just in case they might work.
You mean Williams is reduced to guess-work?
To a great extent.
An appalling attitude?
No, a desperate attempt to get things working. But you know, John Mc Donald always offered me a job and I've always said, you couldn't stand the sudden success. Now I may have to take his offer seriously.
It looks like a catastrophic fall this year, Keke.
That's how it looks from outside. From inside, it might look ever worse.

IL N'Y A RIEN DE PLUS BOULEVERSANT QUE LES BELLES ÉPAULES.

Le brun :
sweat-shirt
6 coloris,
300 F,
jean
16 coloris,
280 F.
Le blond :
blouson
style université,
5 coloris,
485 F,
polo rayé,
3 coloris,
210 F.
Coton
Velcorex.
Fermetures
Eclair.

Alice.

La vie est trop courte pour s'habiller triste.

DARK HORSE

TWO ON THE TROT FOR NELSON PIQUET, TROTTING. IT WAS A RED FLAG RACE AFTER A SHUNTED FIRST START WHEN MANSELL, ON A HIGH AFTER HIS QUALIFYING TIMES, TRIED TO DO MORE THAN HE SHOULD HAVE; THE ADRENALIN WAS REALLY FLOWING. THE CHAMPIONSHIP LEADER, PROST, WENT DOWN TO FIFTH OF THE SIX CARS THAT FINISHED AFTER TWO SLOW DESTRUCTIVE PUNCTURES; DE ANGELIS, CONSISTENT TO A FAULT, GOT WHAT MANSELL MIGHT HAVE, A PLACE ON THE PODIUM AND BRUNDLE, IN HIS FIRST SEASON, A NOTABLE SECOND THAT'S BEING CHALLENGED AT FISA OVER A BUNCH OF LEAD PELLETS.

by Didier Braillon

"Incident packed" is the only adequate description for the two hectic days of F1 qualifying through the streets of Detroit. At least four monocoques were completely written-off; Friday afternoon's one hour timed session took no less than two hours and twenty minutes to complete

Regardless of the city's enthusiastic welcome for the race, none of the drivers could find polite remarks for the circuit. Nevertheless, although Nigel Mansell, — speaking in public after setting the provisional pole time on Friday — attempted to do so. *"I suppose we can't say that we didn't expect the circuit to be bumpy"*, he said. *"But with this year's more powerful engines the bumps feel much worse than I remember from the last two years."*

The first serious accident of the weekend occurred almost at the end of Friday morning's untimed session, when Derek Warwick lost control coming on to the back straight (inevitably, he blamed a bump for throwing the car off line) and hit one of the concrete walls. The damage to the Renault was almost as alarming as Derek's Dijon and Monaco shunts had been: the suspension was pushed inside the monocoque and the carbon fibre shell was torn

There were less damaging incidents for several other drivers in the session, notably minor brushes with the walls for Surer, Palmer, Cheever and Mansell. But the most worried man of all was François Hesnault, whose Ligier over-heated persistently: not even several changes of radiator could solve the problem. Rothengatter, out in the Cosworth-engined Spirit for the first time, had a similar complaint, although it was quickly solved by removing a plug which had inadvertently been left in a water pipe.

The afternoon session was fated to be interrupted three times by major incidents. The first red flag was produced to stop the session after only nine minutes, when Fabi and Surer touched wheels as they landed side-by-side after a bump and crashed heavily. The more seriously damaged of the two cars was Surer's Cosworth-engined Arrows A6, which he had again chosen in preference to the BMW-engined A7 which team-mate Boutsen was trying to sort out. When Surer attempted to switch to the team's spare chassis (Boutsen's back-up A7) he was informed by officials that under FISA rules he would not be allowed to qualify a car which had not been entered for him. Instead, the Arrows mechanics faced a long night building up a virtually new car.

After a 24 minute delay the track was re-opened for qualifying. But only six minutes later there was a gut-wrenching thump that could be heard all the way down pit lane as something hit the guardrail leaving the fast and difficult chicane just before the pits. It was Senna's Toleman, which had snapped out of control, spun round and torn off its left rear wheel.

It then took no less than 46 minutes to remove the wreck and to repair a stretch of bent guardrail before the session could re-start.

Eight minutes later... yes, another red flag. this time it was Cecotto in the other Toleman who had crashed. Back in the pits a slightly dazed Venezuelan recounted *"a little spin and a big accident,"* and Toleman designer Rory Byrne called the team's activities to a halt while they still had one car in one piece...

Undoubtedly the hero of the day was to be Mansell, who had set what was to be fastest lap of the session before the first red flag. He was using a new type of Goodyear qualifying tyre which was obviously effective, and although it was good for only one really fast lap he admitted that he had been lucky to get a clear lap. Others had been less fortunate with the traffic, notably the two Ferrari drivers, while Keke Rosberg — normally so diplomatic about the woes of his team — was telling reporters things about his car which were guaranteed to strain relations between himself and Frank Williams.

Mansell's fastest time on Friday was almost a second slower than Arnoux's 1983 pole, causing speculation among the teams that perhaps the bumps were so bad this year that the Frenchman's time was unrepeatable. This theory took a shattering when Mansell knocked three seconds off the year-old record on Saturday morning. But although this one hour untimed session is normally used for testing race tyres and full tanks, some one was trying a bit too hard. It was Andrea de Cesaris, who had already damaged his race car the previous day (with a stuck throttle) and crashed again today, albeit with less serious results.

First out in the final timed hour was a determined Niki Lauda. His previous day's time (2nd fastest, ahead of his French team mate) had been disallowed when the scrutineers discovered that his McLaren's rear wing was 4 millimeters wider than the regulation limit, due (according to the team) to the buffeting it had received over the bumps.

Not far behind Niki was Nelson Piquet, but the Brabham driver, deceived by some good full tank times in the morning, had made the mistake of choosing one set of hard tyres as his first qualifiers. With everyone else going so quickly so suddenly, Nelson would have to qualify on the one set of soft tyres remaining, and he was understandably nervous as he climbed into the Brabham.

He need not have worried. His Michelin quallies, good for two "hot" laps, gave him a chance to shine, and a little bit of luck gave him two clear laps. The first: 1m 41.29s., which would have been quick enough for pole. The second: a stunning 1m 40.98s, which put smiles on everyone's face in the Brabham pit.

When Bellof's Tyrrell hit the wall with 25 minutes of the session still to go, spreading oil and water over a critical section of the track, yet again the red flag was brought out. Nigel Mansell, whose second run had been spoiled by the incident, looked despondent. He forecast (correctly) that no one would go any faster. Clearly, he felt, he should have been on pole. *"My lap when Bellof crashed was going to be quick,"* he said: *"a low 1m 41s, maybe even a high 1m 40s. but after having had clear runs for the past day and a half, I suppose I must not complain. Still, I would like to be where Nelson is right now..."*.

Mike Doodson

SATURDAY: NELSON'S ON THE FIRST ROW. 4.007s FASTER THAN THE PREVIOUS DAY...

SAVE THE PRICE OF A FILL-UP.

real hero of the day was Martin Brundle, whose driving once again proved his considerable potential - even if the potential of his car has been put into doubt by a post-race FISA examination which suggested that lead pellets were in the fluid Martin injected in the pits and that this lead could, under pressure of heat, influence the power of his engine. Or you could argue that Bellof, as aggressively smooth as ever, and a contender for points until the half-way mark almost gave Ken Tyrrell two cars in the points (how long since that happened?). Likewise you could say that Keke Rosberg, whose car must have astonished him by actually getting better and better as the race went on, was unlucky to be put out of it on lap 48 with a blown turbo - the first engine defect in the Honda since practice at Monaco, and the only one all year.

You could say all those things, but what we

Once that had befallen Prost, the next contender in line was Alboreto: on the same lap 28 he overtook de Angelis and until lap 50 he was the main mouse that car Piquet was playing with. Between lap 43 and lap 47, for instance, Michele actually took ten seconds off Nelson. Then, unfortunately for Michele, whose day it definitely was not (save in that he was lucky to come out unhurt from the first start), his engine gave out. He appeared on TV and admitted the fact; at Ferrari, they usually blame the electrical system.

Brundle's race for all the doubt cast over it, was a pretty classy affair. From 11th on the grid - and after some nice reciprocal dicing with team-mate Bellof - he was tenth on lap 19, 7th by lap 23, 5th by lap 28, 4th - after a good battle with a faltering Rosberg on lap 45, 3rd behind Piquet and de Angelis on lap 50 and finally second on lap 55, when Elio's gears and stamina were giving out. It would be a pity if the young Englisman's first appearance on the prodium were wiped out by a piece of Tyrrell over-ingenuity - though I am reminded, after the event, of Ken saying *"Look for a surprise."*

The results were good for Piquet, less so for Prost but still good enough, and promising for de Angelis, who now takes over third place in the championship. Only six cars finished, not quite a record (4 in Monaco in 1966), and among the victims were: Tambay (once again) with a broken differential; Senna with a nasty spin; Lauda with a blown engine when he was already in the points and Arnoux, who spun and touched the guard-rail.

SUNDAY: NELSON MADE IT TO THE ROSTRUM BY .837s!

25 PER CENT DISCOUNT! FREE BINDER!

GRAND PRIX INTERNATIONAL

GRAND PRIX INTERNATIONAL MAGAZINE
IS PUBLISHED
ON ALTERNATE THURSDAYS

FORMULA 1
GROUP C
RALLIES
US RACING

GRAND PRIX INTERNATIONAL MAGAZINE - 25 ISSUES PER YEAR - INCLUDING 1 SPECIAL

SAVE NEARLY 25 PER CENT FOR ONLY £40 YOU CAN HAVE A YEAR'S SUBSCRIPTION. SEND THE COUPON WITHOUT DELAY WITH CHEQUE OR BANKERS' ORDER TO: GPI SUBSCRIPTIONS, OAKFIELD HOUSE, PERRYMONT ROAD, HAYWARDS HEATH, WEST SUSSEX RH16 3DH - THIS OFFER APPLIES TO UK ONLY.

NAME .....

FULL ADDRESS .....

POST CODE .....

SUBSCRIBE TODAY!

CANADIAN SUBSCRIPTIONS TO: EDITIONS GPI INC, 387 WEST SAINT PAUL STREET, BUREAU 204, MONTREAL, QUEBEC H2Y 2A7. Tel.: (514) 2821331.

ONE YEAR: $98 (CAN) FOR 25 ISSUES. SAVE 25 PER CENT – AND RECEIVE A FREE BINDER!

The second race began 34 minutes late, following the accident at the first start (fully described in Extra! Extra!), and was so clean that in fact all cars reached the first turn in their grid positions: that is, Piquet, Prost, Mansell, Alboreto. Already by the end of the first lap, de Angelis had wisely decided to conserve what he knew were fairly dodgy tyres and had dropped back to seventh, behind Cheever and Warwick. You could take the race after that in several ways. You could say that Piquet, for the second week running, drove magisterially: doing just enough and never too much. Or you could say that Mansell continued overheated and did his chances in. Or that the real hero of the day was Martin Brundle, whose driving once again proved his considerable potential - even if the potential of his car has been put into doubt by a post-race FISA examination which suggested that lead pellets were in the fluid Martin injected in the pits and that this lead could, under pressure of heat, influence the power of his engine. Or you could argue that Bellof, as aggressively smooth as ever, and a contender for points until the half-way mark almost gave Ken Tyrrell two cars in the points (how long since that happened?). Likewise you could say that Keke Rosberg, whose car must have astonished him by actually getting better and better as the race went on, was unlucky to be put out of it on lap 48 with a blown turbo - the first engine defect in the Honda since practice at Monaco, and the only one all year.

You could say all those things, but what we were really looking at was the potential battle between Prost and Piquet. Mansell, the only other contender, had an engine falling off power and a gearbox minus second (as did Elio), and dropped out on lap 28. But that battle between the world champion and his heir-apparent really never blew up much of a storm. Prost was the victim of two leaks in his tyres which caused him to make uncharacteristic spins. The result was that Prost, second until lap 9, then overtaken with bravura by Mansell, dropped from third to eighth on lap 28 and by lap 42 was a lap behind the leader. Never a man to yield to adversity, Alain finished a creditable fifth.

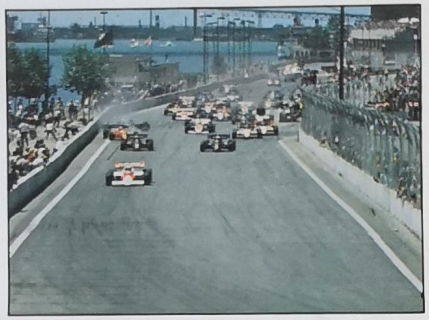
Once that had befallen Prost, the next contender in line was Alboreto: on the same lap 28 he overtook de Angelis and until lap 50 he was the main mouse that car Piquet was playing with. Between lap 43 and lap 47, for instance, Michele actually took ten seconds off Nelson. Then, unfortunately for Michele, whose day it definitely was not (save in that he was lucky to come out unhurt from the first start), his engine gave out. He appeared on TV and admitted the fact; at Ferrari, they usually blame the electrical system.

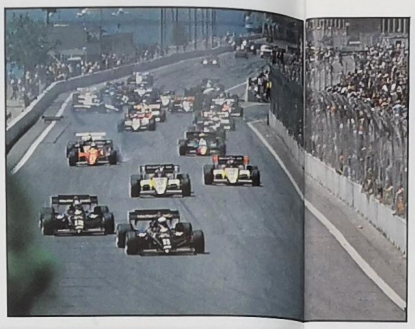
Brundle's race for all the doubt cast over it, was a pretty classy affair. From 11th on the grid - and after some nice reciprocal dicing with team-mate Bellof - he was tenth on lap 19, 7th by lap 23, 5th by lap 28, 4th - after a good battle with a faltering Rosberg on lap 45, 3rd behind Piquet and de Angelis on lap 50 and finally second on lap 55, when Elio's gears and stamina were giving out. It would be a pity if the young Englisman's first appearance on the prodium were wiped out by a piece of Tyrrell over-ingenuity - though I am reminded, after the event, of Ken saying *"Look for a surprise."*

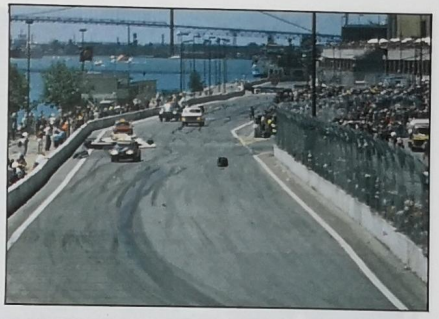
The results were good for Piquet, less so for Prost but still good enough, and promising for de Angelis, who now takes over third place in the championship. Only six cars finished, not quite a record (4 in Monaco in 1966), and among the victims were: Tambay (once again) with a broken differential; Senna with a nasty spin; Lauda with a blown engine when he was already in the points and Arnoux, who spun and touched the guard-rail.

SUNDAY: NELSON MADE IT TO THE ROSTRUM BY 0.237!

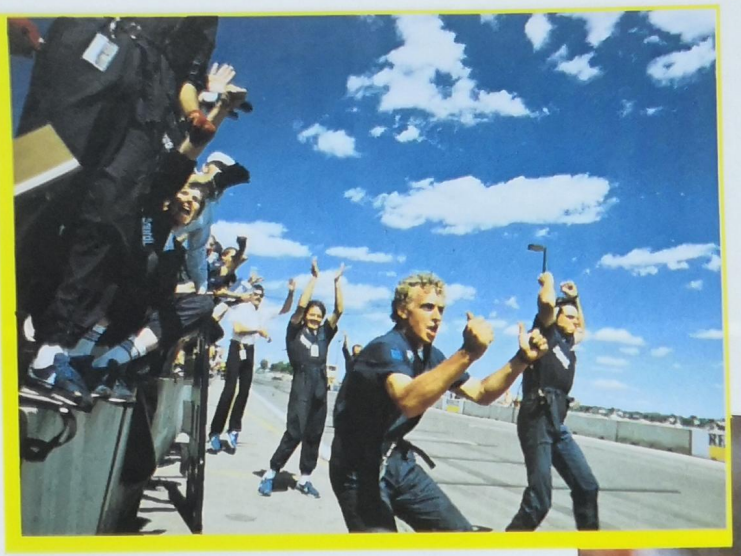
THE BIG SQUEEZE

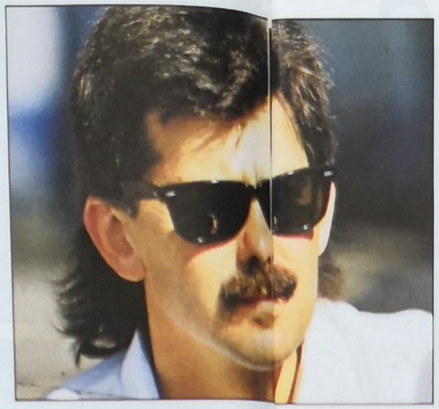




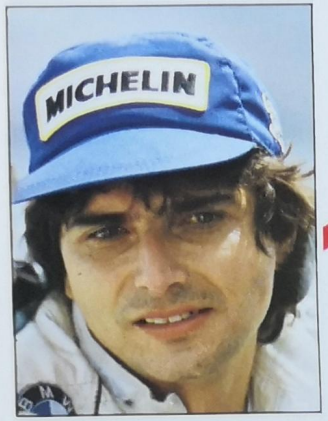


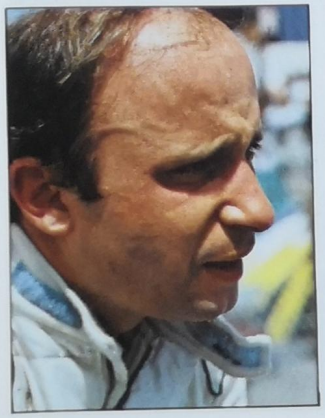
The start. On the large photo, Mansell can clearly be seen trying to squeeze his Lotus between Piquet's Brabham and Prost's McLaren. After having anticipated the start, the gap narrows, he tangles with Piquet — whose wing flies off (photo in left column). At that moment the action speeds up as seen in the series of four photos. The Brabham is thrown into a spin and hits Alboreto's Ferrari (1) just before Surer's Arrows (2) lands on his side pannel. His rear wheel is torn off and falls onto Senna's Toleman whereas Alliot forces his RAM into a spin (3). In (4) lie two wrecks — the Ferrari and the Toleman crawled on a little further, before they too came to an early end. Surer will forfeit his place, Piquet, Alboreto and Senna will get into their spare cars. (photos: DPPI and Bernard Asset).





victory. He had actually managed to finish the race! Gordon Murray, the man with the moustache and black glasses is going to have to get the grey matter back to work. The BT 53s are doubtlessly going to be making fast progress now.
(Photos Bernard Asset and DPPI).

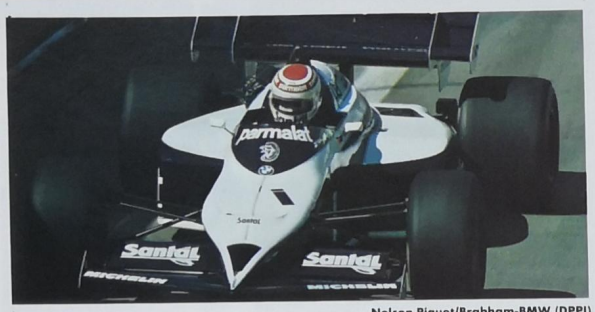




BACK TO WORK

They had no points at the start of the Canadian Grand Prix a week earlier. Nelson Piquet, the former world champion, had no points to boast of, neither did the Fabi brothers. Then all of a sudden, the Brabham BMWs decided that they were going to hold out the whole race length. Subcontracting problems had been solved, an extra oil radiator had been fitted. Paul Rosche could well smile. The German 4 cylinder engine had shown it was still the greatest. After the Montreal and Detroit wins, Nelson, (in the middle to the left) is perhaps intending, in his heart, to reconquer his title. It must be admitted that he never lost faith. Little Teo Fabi's fourth place (lower left hand photo) was more like a

E X T R A



Nelson Piquet/Brabham-BMW (DPPI)

GOOD LUCK

IT'S IMPOSSIBLE TO GET A GLIMPSE OF THE TWO TV SCREENS OF THE LONGINE MONITOR. BERNIE ECCLESTONE IN HIS WHITE SHIRT AND BLACK TROUSERS is stuck in front of it. With him, are Gordon Murray and Herbie Blash. There are two race laps to go. Their unruffled calm sharply contrasts with the nervous Michelin men. Pierre Blanchet shakily stubs out his cigarette. Pierre Dupasquier, chin resting in the cup of his hands, lets a few nervous twitches go by. Nelson Piquet's twenty second lead on de Angelis has come down to practically nothing. Focus on Martin Brundle. The Tyrrell-Cosworth has outrun the Lotus-Renault, forced into retirement a few seconds earlier through engine failure. They're on the last lap now, at Cobo Hall, under the tunnel, in the left-right. Up until the chicane, the young Brit is attacking the Brazilian. He fails by just under a second. The navy blue uniformed men, let themselves go wild. They throw their arms up to the sky. Only twenty laps previously, they had been signalling their driver with a bad omen. INTER COOL. BLOCK.

One of the thousands of plastic bags floating through the tunnel had stuck itself onto the air inlet of the Brabham's sidepod. As it was blocking off the intercooler of the fuel feed system, the worst could be expeted - irreperable damge caused by overheating. *"I had reduced the turbo pressure long before"*, explained Nelson, *"And I had turned it down even more. The problem with Detroit, is that the straights are very short, calling for hard accelerating. The engine temperature is therefore much higher. I was being really careful. It's so easy to make a slight error and find yourself in the wall.* What about his foot burns at Detroit caused by the front oil radiator ? *"It was OK. There was a system to deviate the hot air from the foot pedal. During warm-up this morning, I tested a dry ice pack. A full bag was placed between the radiator and the pedals. 30 minutes later, the ice was still there and I felt a lot better. In fact what worried me the most at the end of the race, was that the track surface was deteriorating. It was being torn off and there were small marbles all over the place. If I hadn't kept to my lines I certainly would have ended up against the concrete."*

What about the accident at the start which meant that Nelson had to take the spare car, equipped as always with its hydraulic jacks ? No mention, just part of the race. *"It's reassuring working with a team that's able to prepare two equally competitive cars. During the first few laps, I didn't feel very sure of myself, and I was worried that something might happen. But I quickly gained confidence."*

What remains is that Nelson slowed down so much that Martin Brundle was in a position to attack. Engine failure ? Tyre problems (which is what the Michelin men feared) ?

The ultimate ploy of a profesionnal driver cleverly sparing his car to the end of the race ? *"My temperature gauges were working well, the tyres were giving no trouble, I felt I was in control of the situation."* This comment doesn't really answer our questions. A few meters from Nelson, another driver was smilling away even more perhaps, Teo Fabi. Paul Rosche the BMW engineer came up to congratulate him. Teo was grinning from ear to ear and all he could say was, *"I finish the race,"* which revealed a great deal. His fourth placing was greeted more like a victory. It was the first time that he had made it to the end. Things weren't easy for him. *"I tangled with Ghinzani at the start. I was about to overtake, he probably didn't see me, anyway he closed in on me. My front axle went askew, and the steering wheel wasn't straight. I had to be patient and just follow the pack made up of Boutsen, Rosberg and Brundle. There was nothing I could do to get close to them. Then things sorted themselves out. It was my turn to have a bit of good luck."*

Whether Nelson Piquet likes to admit it or not, he also has some stuck under his winning Brabham's wing.

Didier Braillon.

LUMPS AND BUMPS

THE PHYSIQUES ARE STARTLING: TWO FAT AMERICAN WOMEN DRESSED IN WHITE COVERALLS, NO DOUBT BROUGHT UP ON A STEADY DIET OF BIG MACS AND MILK SHAKES. WHICH doesn't stop them from being marshals. They are in the pits, at trackside, next to a white signboard hanging from a lamp-post.

It is on ten p.m. the first qualifying session got under way eight minutes ago. The weather is fine, perhaps a little hot. All of a sudden the radios crackle to life, the red flag floats above their heads, they start to wave their arms. With a thick felt-tipped pen, one of them starts to write. Turn 10, cars 2/17, in wall. Tow required. The least one can say is that things are not off to a good start.

In Detroit, the concrete walls seem to be everywhere, looking for victims the way a hound might sniff out a stray jackrabbit. Turn 10 is a ninety-degree left-hander, at the end of the West Larned straight, where the cars come out onto Woodward. This morning, Derek Warwick had the misfortune of giving up his Renault's coque to turn 10: *"You wouldn't believe what the bumps are like over there. When I braked, the car started bouncing around, left and right, bottoming out on the springs, and it went right into the guardrail. It hit very hard, the suspension came through the coque again and hit my leg."* He had the jitters, Derek did. *"One day, we'll have a big accident with that car, I tell you."*

But the problem at ten past one on Friday afternoon is a different one. Teo Fabi and Marc Surer have collided. The session is interrupted for twenty three minutes, the time it takes to get the cars off the track and directly over to Cobo Hall, where the garages are located. The diminutive Italian driver with the prematurely balding head has little to say: *"I was on a quick lap, my Brabham-BMW got away from me going over a bump, I hit and Surer ran into me."* His right arm resting on the handle of the tow-truck which had brought him back to the pits, the Swiss driver was slightly more talkative: *"Teo had just overtaken me in the straight line. When he braked, he spun. He probably went off too far on the right of the track, where it's dusty, and lost all of his grip. And then I came along into the middle of it and tore two wheels off."*

It's now twenty to two and qualifying resumed seven minutes ago. Pit lane suddenly rocks to the sound of a tremendous impact. It's Ayrton Senna. He was on a good lap, with his first set of qualifiers. In the narrow, ultra-fast chicane before the straight in front of the pits, the Toleman-Hart slides a little. Ayrton keeps his foot down. It's a reflex action with him. He's a fighter. Just like Manfred Winkelhock at Monaco. He has to make it or break it. His line goes a little too wide, the left rear wheel hits the guardrail with incredible force. He breaks it.

The wing flies off into the wild blue yonder, the rear end is reduced to bits, the wheel's torn off and the transmissions ruptured, the British car really takes a beating. The oil in the gearbox catches on fire. There seems to be nobody around. Far away, two fat American women in their white coveralls are busy once again writing on their message board. Turn 18, car 19, hit wall, driver OK, *"It was unbelievable,"* said the young Brazilian driver. *"I had to get out of the car by myself. Nothing was happening. I waited and waited, and nobody came. The fire was spreading rapidly. Then some guys came with an extinguisher. They didn't know how to use it. I tore it out of their hands and did it myself."* Ayrton jiggles his feet. His blue driving shoes are covered with white dust. Extinguishing foam. In the chicane, the workers are busy. With blowtorch in hand, they're cutting away the mutilated guardrail, which is surrounded by a network of fissures at the spot where it's anchored to the ground. The damage is considerable, they replace the guardrail. It takes them 46 minutes of hard work.

When the green flag comes back out, it's already twenty five past two. Eleven minutes later, the men from the Toleman team get the coup de grace. This time, it's Johnny Cecotto. Turn 6, car 20, hit wall. Driver OK. Turn 6 is the fastest turn on the circuit. Unfortunately, it's also the bumpiest. A long, quick left-hander, taken in fourth gear, on Jefferson Avenue. In self-defense, the natives speak of the harsh winters, of the snow, of the heavy truck traffic. Turn 6 is a sort of miniature golf course, with lots of holes and bumps. If you can manage to avoid the worst of them, you're all right. If you don't, you're a loser. Cecotto was a loser:

"The tyres were already finished, I had a mediocre time, I was still trying. It got away from me. I spun, just a tiny little spin. But there was a heavy impact, at the rear. It's my fault, completely, there was nobody around me."

Very fair-play, this Venezuelan. His neck is hurting him a little, he's not taking it out on anyone or anything. With two cars nearly destroyed, the night that awaits the Toleman mechanics is terrifying.

When the session finally started up again, seventeen minutes had gone by. It ended at twenty six minutes past three, a full eighty four minutes late. A sorry record. Were better days coming ? Not really.

Saturday morning, Andrea de Cesaris lost control of his Ligier-Renault in turn 6. Still wearing his helmet, through which peered two disgusted eyes, he came walking back to the pits carrying his seat in his hand for the second time. The day before, a jammed accelerator had propelled him into the wall at turn 16/17, the left-right preceding the chicane. *("I hit the circuit breaker but it was already too late").* This time, he had spun: *"I lost control over a bump, I touched the wall going backwards."* The French car came back dangling like a broken promise on a tow truck's cable. Considerable damage... The entire left rear is crushed. Andrea did not content himself with just scraping the wall. He was to go out and do the same in the afternoon, with the spare car this time. On his second set of qualifiers, in a last burst of pride which demanded that he get his time down some more. Stefan Bellof was out doing the same, with the same results. A common cause for their troubles: losing control over the bumps. And in the same place, turn 6, as always. A big left-hander, quick, but sandwiched in between two concrete walls. There was little doubt that the photographers would be congregating there on race day.

Didier Braillon

Ayrton Senna/Toleman-Hart, Friday afternoon (DPPI)

THE TALENT SPOTTER DOES IT AGAIN

APPROPRIATELY, FOR MOTOWN, THE PODIUM WAS ON WHEELS, A LORRY WHICH THEY BROUGHT INTO PIT LANE SO THAT THE WINNERS WOULDN'T HAVE too far to walk after their exertions. The champagne corks popped, Miss Black Detroit dispensed kisses on the winners, and Ken Tyrrell stood just a few feet away with a satisfied look written all over his face. He was happy, of course, but determined not to be surprised by Martin Brundle's performance. It was Ken, after all, who had drawn up a famous short list of circuits where, he had forecast, his cars were serious candidates for victory. And Detroit topped that list.

No, he said deliberately, he was not amazed by young Martin's 2nd place. His lap times had been consistent. He hadn't had to charge, because de Angelis had been in trouble and was slowing. And no, it would have been too much to ex pect Martin to pass Nelson, because it was obvious that Nelson had been pussy-footing.

"Martin had done something very similar to this at Rio," Ken reminded us: *"Winning two points in your first GP is something which I don't think has been done in the past 14 years. So the signs were there. He's also proved that he can have a severe accident - that was a big shunt at Monaco, y'know - and come back from it later. So, he's on his way."*

There might have been two Tyrrell drivers up there on the podium, but it was not to be. One of the disadvantages of having two ambitious drivers on your team is that they'll want to race each other. Brundle and Bellof had been scrapping like two alleycats in those early laps, and the German had managed to get ahead just before he crashed. Uncle Ken was philosophic. *"Stefan was probably so excited at having passed Martin and Senna that he just lost concentration."* It was one of the afternoon's accidents that the TV people captured in full, and the sight of the Tyrrell's left rear wheel being torn off as it clobbered the chicane was getting almost as much airplay as the startline shunt.

"Let's face it," said Tyrrell, *"our car was probably ideal for this track: nice throttle response, light and easy to handle. But you won't be coming to talk to me like this after Hockenheim and Austria..."* True enough, Uncle Ken, but if some of those nasty suspicious continentals can prove that what they later found in the so-called "water injection" tank of Martin's car in the scrutineering bay is what they think it was (see *Paddocks*), then there will be a move to ensure that there are no Tyrrells at all competing when the F1 circus returns to Europe.

There were no clouds on Brundle's horizon as he sat with the English-speaking journalists in the press room, telling them what it had been like out there. The previous evening he had been deeply concerned about the torn muscle in his neck, the legacy of the Monaco flip, but it had been no trouble.

"The neck was OK all through the race. I didn't sleep much at all last night, but I had an hour's massage this morning from my wife, and then I had a really hot bath just before the race. The big problem for me was about four laps from home, when I was ahead of Elio. I lost about six seconds because there was an object rolling around under my feet in the pedals. I think it may have been the plastic cap from the brake master cylinder, but whatever it was I had a very bad moment at the chicane."

The plastic cap wasn't the only thing sent to try young Brundle this day, though. Right from the beginning of the re-started race, there had been a ferocious battle for tenth place, involving an astonishing mix of men and machinery: Senna's Toleman, Boutsen's Arrows-BMW, Cecotto's Toleman, Rosberg's Williams-Honda, Fabi's Brabham-BMW. In the middle of the scrap were the two Tyrrell men, each ready to take advantage of the other if the tiniest mistake should be committed.

"On the first lap Bellof hit me twice," said Martin. *"It was his fault, because I think he missed a gear and went sideways. We hit very hard: I'm surprised it didn't do any damage, and I'm sure that it put the tracking out of my car, because it understeered after that. At the end of the race, that helped a bit. Honestly!"*

"Then I hit the barrier, that was my fault. But I got my act together after that. Stefan was obviously in trouble with his car, it looked as though his engine was cutting out."

And what about Senna, Martin's nemesis in F3 last year ? *"Oh, he was a mobile chicane at the start. One time when I got alongside him he locked up all four wheels... he was driving as though he didn't want anyone to come up and pass him. A couple of times he just cut across in front of me. He shouldn't do that, really. I had another nibble at him later, got on to the loose and lost a place. I was pretty pissed off about that. Finally Boutsen got through, then Senna tried a silly manœuvre and almost took Stefan off the road. It was all exciting stuff, the important thing was to keep your head."*

Martin was signalled by Ken Tyrrell to come in for his regulation water-ballast stop exactly at half distance, when he was still ahead of Bellof. *"Stefan and I were stuck behind Rosberg's Williams. We didn't have a chance of passing him because he had so much more power, but at least I could come in and make my stop, then catch up again. A very good move on Ken's part, I thought."*

The Brundle family - Martin's wife Liz and his father John - watched, anxiously at first, then proudly as the field thinned out and Martin started his progress. At 20 laps he had been 10th, but within another 8 laps he was 5th, without so much as having to pass another car as accidents and mechanical frailties removed Mansell, Lauda, Boutsen and Senna. By lap 50 he was 3rd, for Rosberg and Alboreto had both blown engines. With eight laps to go he had zipped past the JPS-Lotus of de Angelis, struggling with and ever-diminishing complement of gears.

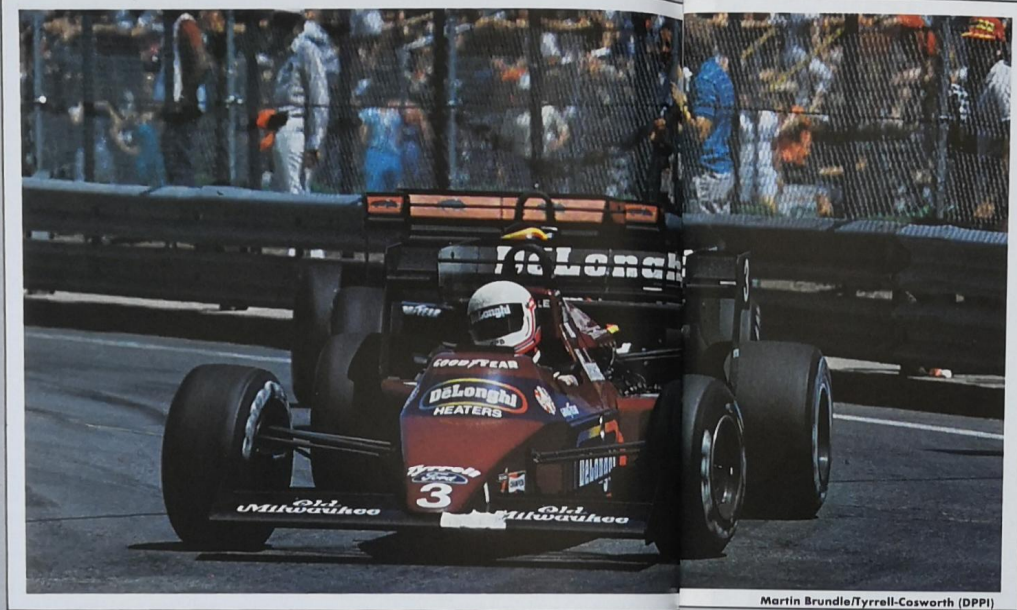
A tear of pride welled up in John Brundle's eyes and a TV cameraman moved in to catch the expressions of relief and happiness on Liz's face as her husband completed each lap—now in 2nd place—and passed the pits. An exhaust pipe crack gave his engine an ugly rasp, but it wasn't getting any worse and it wasn't slowing his lap times.

As Ken Tyrrell sees things, his Ford-powered cars may be able to take advantage of the turbo-debilitating heat in Dallas, and maybe pick up a point or two at Brands Hatch. After that, forget it, for there is no way that even his two young lions will be able to compensate for the lack of horsepower on the quick circuits.

With eight points in the championship, Martin Brundle is now riding ahead of such luminaries as Tambay, Mansell and Senna in the championship table. So, just how good is he ?

Let's have the last word to the designer of his car, the very experienced Maurice Philippe. *"For a driver who's still in his first year of F1, Martin is one of the best drivers I've ever come across, and certainly the best we've had since I joined Tyrrell five years ago. One doesn't expect someone whose only experience is in F3 to be so well up on understanding how his car works technically, but Martin has shown that ability. He has got a lot of natural talent, a lot. Given a year in Grand Prix racing, I think he's going to be outstandingly good."*

Mike Doodson



Martin Brundle/Tyrrell-Cosworth (DPPI)

A POINT IN TIME

YOU SEE JACQUES IN ALL SORTS OF GUISES: OUT THERE PLAYING A GUILEFUL GAME OF TENNIS, VERY AGILE AND GRACEFUL, SWINGING A GOLF club and dissatisfied with himself, maybe fishing in the mountains of the Argentine, strolling about pit-lane, overalls down to his waist, muscles hard and the usual big friendly grin on his face. What you haven't often seen of late is Jacques finishing a race in the points: not since Hockenheim last year in fact.

Detroit marked a turning-point, then, in a dreary year. *"The whole weekend was really weird. It's as though you never know with our cars how they're going to behave. It was already a little bit better in Montreal and once again, it improved in Detroit. Both Keke and I had good times on Friday morning and in fact we were among the faster cars. The afternoon wasn't so good, as we still had handling problems, but again we were actually fast."*

Jacques was now in his new non-disguise, a towel wrapped around his waist, about to step into a shower twenty-one flights above what's left of downtown Detroit. *"It's bizarre,"* he went on, *"It's the first time this year that I've felt really comfortable in the car. Saturday morning continued fairly encouraging and though everyone else improved more than we did in the afternoon, I wasn't discouraged. Somehow I knew the car had something left in it. We were still fast on the straights."*

You couldn't exactly call Jacques' mood ebullient, but despite the lines of rancour that are forming on his face as things continue to go badly at Williams, his nature is that of the true optimist: if you're blocked one way, go another: life always has its compensations ; and at least nobody could say it was just he who was in trouble at Williams: *"Everybody shares in bad times, just as they share in the good"*.

He describes his race as *"uneventful, but gradually more and more optimistic"*. The reason is obvious. Starting way back on the grid, Jacques avoids the accident on the first start and, as he progresses, rivals start disappearing one by one Warwick, Lauda. By halfway, he is still on the same lap as the leader, Piquet : *"That's when I began to think that not just was I in with a chance, but Keke, too. I could see he was going well. I think that without that turbo, Keke could well have finished second or at least third. My car was handling better and better. I knew we had no fuel consumption problems and that if nothing went wrong, I was going to finish. I laid off a little at the end: there was no point in risking tyres or gears by going faster."*

He knows that his points were earned as much by attribution to others as by the successful (relatively) handling of his car. *"I am not overjoyed. It's just nice to be back in the points. Who would like, after a long career like mine - and some success - to enter such a long period of drought ? But I am not a worrier. If they have improved from Montreal to here, the cars should improve still more for Dallas, and we should have a chance."*

Was he going fishing between Detroit and Dallas ? *"I'm flying straight back to England to see my children. Is anything else as important ?"*

Keith Botsford

Jacques Laffite/Williams-Honda (Bernard Asset)

WARY, NOT WEARY

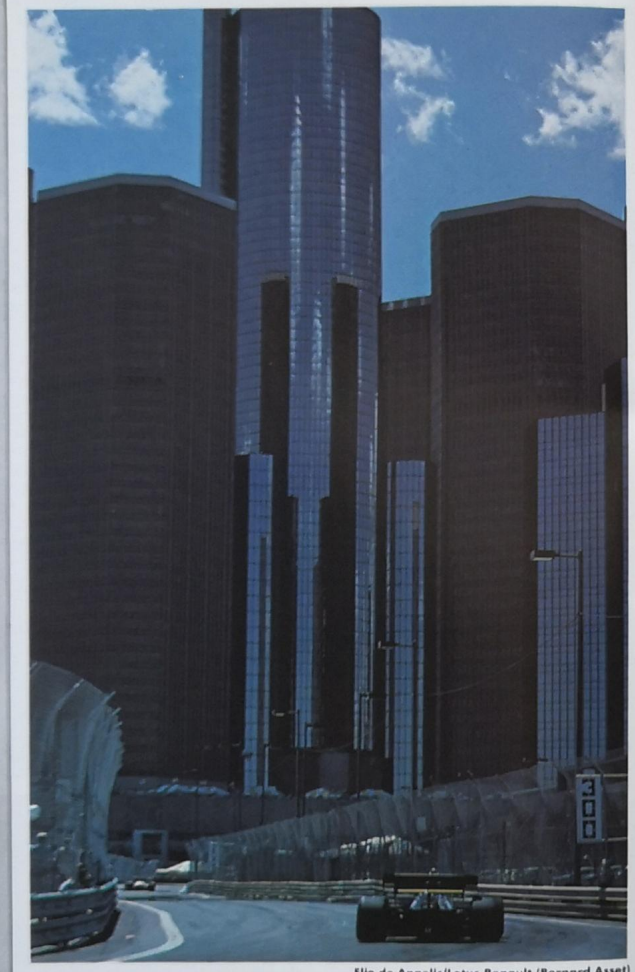
THE YOUNG ROMAN'S COME A LONG WAY, AND NOT AN EASY WAY. IN DETROIT HE NOTCHED UP HIS EIGHTH STRAIGHT FINISH, ALL BUT ONE OF THEM IN the points (he came in seventh in south africa) and, by consistency, promoted himself to third in the championship with 19.5 points, higher than he's ever been before. Peter Warr, the Lotus team manager, was saying in the pits before the race that *"Elio's been reading too many Italian racing magazines, and that's where he's been picking up this idea that the way to win is to be smooth, easy on the car and finish."* It wasn't meant as a criticism. Elio would admit himself that he's never been a really aggressive driver. *"It's not in my nature,"* he says. But what he does want, by now, at the age of 26, is to be taken seriously as a professional: *"I'd like it if people no longer referred to me as a rich kid,"* he admitted with a grin a few seconds later adding that he was off to Sardinia and his boat for a little of the *dolce vita*.

Inside Lotus, he is obviously a startling contrast to Nigel Mansell: rough diamond and smooth. There has been more than a little rivalry between the two and there was a touch of acrimony as Elio spoke about the first start of the day: *"I have to say it was a mistake on Nigel's part, and a dangerous mistake. I think drivers have to learn not to get involved in just being tough and bullish."* He was a strong supporter of Lauda's at the slightly abortive PRDA meeting in Detroit and has his own ideas on how drivers should be disciplined: *"Like in football: two warnings or yellow cards and then a one-race suspension."* And who would do the judging? I asked. *"FISA and maybe a committee of drivers,"* he answered. *"The cars are now too fast and too dangerous for foolishness."*

Anyway, a relaxed young man up in his fifty-first floor suite. The litter is appalling: *"You can see how you succeed in F1,"* he says. *"It's all disorganization."* In fact there is a computer backgammon by his bed and an elegant framed collage of Detroit leaning against the wall (*"A girl brought it and gave it to me,"* says Elio) and that, apart from an unmade bed, is about all the room there is: the floor, the desk, the table, all is covered in the litter of the F1 driver, bits of equipment, invitations, tickets, boots, new clothes, gewgaws.

So, where does the new consistency come from? *"It's just that the car is much more consistent this year,"* says Elio. *"And when a car is consistent and you can get into it and feel it is going to go well you drive that much better."* Had he in fact changed his driving style? *"I'd like to think not,"* he answers. *"I think I just know more than I used to. It becomes correspondingly easier to do things right. During the race I had a lot of things wrong; I had to worry about a second gear that wouldn't take; I had to think about the wear on my tyres; I had to wonder about my brakes holding. It's having so many decisions to make in such a short time that wears you out and, apart from the gears, which I thought might vanish altogether at any moment, what worried me most was my stamina. There were several times when I thought I'd quit, and in fact I radio'd in to the pits to say I was going to quit, and they said, 'No, just keep going, there are cars dropping out every where."* In fact, he thinks of his race as being compounded mostly of caution. *"I decided early on that I didn't need to press things too hard. I let Niki and Eddie Cheever by and just settled in behind them. I knew the car was good — in fact very good on this circuit — and I thought I'd have a good chance to finish well: if nothing went wrong. That was the agonizing part, because wrong they soon went. All I had to do from then on was hold on. By the end, I was really struggling. I think if I hadn't known that everyone else was, too, I might have given up. But I had a good cushion on Fabi."* You look at him and there's not a touch of fatigue about him. *"Funny, isn't it?"* he says. *"The moment you get out of the car and up on the podium, all that weariness just drops off you."*

Keith Botsford



Elio de Angelis/Lotus-Renault (Bernard Asset)

A BAD START

EVERYONE KNEW OR FELT THAT SOMETHING WAS GOING TO HAPPEN AT THE START TO THE GP. JUST AS IT HAD DONE BEFORE WHEN GUERRERO AND PATRESE WERE INVOLVED, at the same turn, the first, after an all too short straight. And it happened. Less than ten seconds after Derek Onga had switched the lights to green, the red flag was being waved. The track was strewn with pieces of debris.

Clearly, it seemed from what could be seen, that Nigel Mansell had caused the crash. His Lotus-Renault surged ahead a little earlier than the others. It swerved left and right, trying to thrust its way through, but to no avail. The man from the Isle of Man had his moustache flying low, and was looking dejected: *"I leapt ahead really quickly and got close to Nelson Piquet and Alain Prost. There was a gap in the middle. I got in and accelerated in first and found myself alongside them. As we were getting to the turn, Alain started to come in towards the inside. The McLaren and the Brabham got closer to each other. I had even less room when Piquet also closed in on me. I had nowhere to go. I tried my hardest to keep my wheels from touching them. But it was too late, and then of course, one of us touched."*

Nelson Piquet: *"I made my get away and I was hit by someone from behind - Mansell - the impact was so violent that I spun. That's all I saw."* Alain Prost: *"I was ahead and the first to get to the turn. I didn't see anything at all. The first I heard of an accident is when the red flag came out."* There are as many versions to the story as there are protagonists. It's always the same in this kind of situation.

As the Brabham spun, it was hit by a Ferrari. The Brabham's wing was smashed to pieces and the right rear wheel was torn off. The Ferrari's left radiator was banged hard. Michele Alboreto: *"There was nothing I could do. Nelson was catapulted towards me at lightning speed. There was a terrific bang. I was pushed forwards slowly for some hundred or so meters, I unknowingly sprayed the track with oil."* What about the Brabham's wheel being wrenched off? Ayrton Senna has a word to say about that: *"It must have been thrown up high in the sky - we couldn't see it. Anyway, it landed on the nose of my car, I didn't know what the hell was going on. I was lucky not to have been hit on the head."* The front axle was out, and the brakes had been damaged. The Toleman died a slow death in the tyres protecting the first turn. The rest of the followers in the pack tried their best to save themselves from hitting or being hit by another car. Some were to be left high and dry. The Arrows-Cosworth with its broken suspension was left sideways on the track. Listen to Marc Surer; *"Oil must have been poured onto the track during the initial impact between Piquet and Alboreto. I found myself sideways on the track. I tried to slow down, but didn't make it in time to avoid hitting the Brabham. It was there right in the middle. There was nowhere else I could go."* Philippe Alliot: *"Suddenly they were braking in front of me. I didn't actually see the crash, but I did my best to avoid Jacques Laffite by spinning. I didn't quite manage, and I broke my front nose part on his rear wheels."* Thierry Boutsen: *"Martin slammed down the brakes. I hit him with my front wing. I didn't know that there had been a crash up front."* The Arrows and the RAM-Hart were repaired, but the Arrows-Cosworth was out of the fight. Marc Surer found himself without a spare car, and had to forfeit his place. Things were being readied for a second start on the grid, whilst, the spare cars were warming up in the pits. Piquet, Alboreto and Senna had to change cars, something Mansell could not do. De Angelis had decided to take over the spare car during warm-up. The Lotus engine was not performing well. Gérard Ducarouge: *"One of the wheels was really badly damaged. We changed all four of them. Apparently everything else seemed OK. In that kind of case the only thing you can do is to hope that after a quick glance over the entire car, that it will hold out."*

The Lotus was brought back to the pits for the wheel change. Peter Warr and Marco Piccinini started lashing out at each other. The "Maranello curate" insisted that Mansell should be on the back row of the starting grid. He flung the disqualifying sceptre at him. Jean Sage flew in quick to sort things out between his customers. *"We all agreed that he could come back to the pits to change his wheels before taking his place on the grid."* Piccinini wasn't satisfied: *"He can't do that, he's not allowed to."* The rules are part of his bedside literature. Jean Sage comes in for the counter-attack, and says that the second start will be made even later, with Piccinini coming out with undefendable reasons, drowning him with his words. Voices are raised, harsh words are spoken. The two of them snap out nastily at each other. Nigel Mansell was back on the grid, on the second row. He might have won the race if his gearbox hadn't decided otherwise.

Didier Braillon

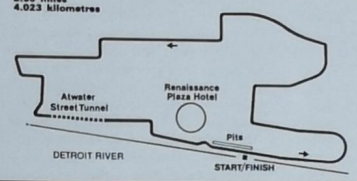
Accident at the first start (Bernard Asset)

DETROIT GRAND PRIX

Date : June 24, 1984
Circuit : Detroit (street circuit)
Official designation : Detroit Grand Prix 111
Circuit length: 4.023 km (2.500 miles)
Race distance: 63 laps, or 253.465 km (157.500 miles)
Weather: fine and hot for the three days
Attendance: 79,000 paying spectators, on Sunday, 130,000 spectators over the three day period.

PREVIOUS WINNERS

1982: WATSON (McLAREN Cosworth)
1983: ALBORETO (TYRRELL Cosworth)



THEIR FASTEST RACE LAPS

WARWICK	1m 46.221s	(32)
TAMBAY	1m 46.739s	(29)
BELLOF	1m 46.778s	(21)
MANSELL	1m 46.921s	(13)
BRUNDLE	1m 47.037s	(23)
PIQUET	1m 47.050s	(30)
PROST	1m 47.074s	(20)
LAUDA	1m 47.192s	(27)
ROSBERG	1m 47.415s	(26)
SENNA	1m 47.444s	(20)
BOUTSEN	1m 47.561s	(24)
ALBORETO	1m 47.563s	(31)
DE ANGELIS	1m 47.662s	(33)
DE CESARIS	1m 47.670s	(17)
PATRESE	1m 47.684s	(19)
LAFFITE	1m 48.146s	(27)
T. FABI	1m 48.232s	(20)
CHEEVER	1m 48.553s	(20)
CECOTTO	1m 49.270s	(10)
ALLIOT	1m 51.147s	(20)
ARNOUX	1m 52.636s	(02)
GHINZANI	1m 53.489s	(02)
HESNAULT	1m 53.579s	(02)
PALMER	1m 57.367s	(02)
WINKELHOCK		

STARTING GRID

PIQUET **Brabham BT 53-BMW** **1m 40.980s (2)**	PROST McLaren MP4/2-TAG 1m 41.640s (2)
MANSELL Lotus 95T-Renault 1m 42.172s (2)	ALBORETTO Ferrari 126 C4 1m 42.246s (2)
DE ANGELIS Lotus 95T-Renault 1m 42.434s (2)	WARWICK Renault RE 50 1m 42.637s (2)
SENNA Toleman TG 184-Hart 1m 42.651s (2)	CHEEVER Alfa Romeo 184T 1m 43.065s (2)
TAMBAY Renault RE 50 1m 43.289s (2)	LAUDA McLaren MP4/2-TAG 1m 43.484s (2)
BRUNDLE Tyrrell 012-Cosworth 1m 43.754s (2)	DE CESARIS Ligier JS 23-Renault 1m 43.998s (2)
BOUTSEN Arrows A7-BMW 1m 44.063s (2)	WINKELHOCK ATS D7-BMW 1m 44.228s (2)
ARNOUX Ferrari 126 C4 1m 44.748s (2)	BELLOF Tyrrell 012-Cosworth 1m 44.940s (2)
CECOTTO Toleman TG 184-Hart 1m 45.231s (2)	HESNAULT Ligier JS 23-Renault 1m 45.419s (2)
LAFFITE Williams FW 09-Honda 1m 46.225s (2)	ALLIOT RAM 02-Hart 1m 46.333s
ROSBERG Williams FW 09-Honda 1m 46.495s (2)	SURER * Arrows A6-Cosworth 1m 46.626s (2)
T. FABI Brabham BT 53-BMW 1m 47.335s (2)	PALMER RAM 02-Hart 1m 47.743s (2)
PATRESE Alfa Romeo 184T 1m 47.974s (1)	GHINZANI Osella FA1F-Alfa Romeo 1m 48.865s (2)

Not qualified: Rottengatter (Spirit 101B-Cosworth), 1m 49.955s (2)

* declared forfeit for second start-crashed race car, no spare car available.

OFFICIAL QUALIFYING TIMES

	Untimed Practice 1	Timed Practice 1	Untimed Practice 2	Timed Practice 2	Warm-up Sunday
1. PIQUET	1m 45.460s	1m 45.407s	1m 42.032s	1m 40.980s	1m 49.030s
2. T. FABI	1m 49.044s	1m 51.165s	1m 46.986s	1m 47.335s	1m 49.151s
3. BRUNDLE	1m 48.535s	1m 48.966s	1m 44.068s	1m 43.754s	1m 49.245s
4. BELLOF	1m 47.260s	1m 48.177s	1m 44.447s	1m 44.940s	1m 47.840s
5. LAFFITE	1m 47.477s	1m 47.610s	1m 43.927s	1m 46.225s	2m 02.729s
6. ROSBERG	1m 47.760s	1m 47.919s	1m 47.530s	1m 46.495s	1m 51.376s
7. PROST	1m 45.731s	1m 45.717s	1m 42.140s	1m 41.640s	1m 48.204s
8. LAUDA	1m 46.647s	1m 45.238s (*)	1m 43.739s	1m 43.484s	1m 48.585s
9. ALLIOT	1m 51.516s	1m 51.031s	1m 47.475s	1m 46.333s	1m 54.678s
10. PALMER	1m 51.320s	1m 51.493s	1m 49.916s	1m 47.743s	1m 55.265s
11. DE ANGELIS	1m 47.826s	1m 47.316s	1m 42.651s	1m 42.434s	1m 48.103s
12. MANSELL	1m 45.156s	1m 45.130s	1m 41.338s	1m 42.172s	1m 51.250s
14. WINKELHOCK	1m 48.042s	1m 47.303s	1m 43.800s	1m 44.228s	1m 50.630s
15. TAMBAY	1m 49.670s	1m 46.426s	1m 46.124s	1m 43.289s	1m 50.766s
16. WARWICK	1m 48.861s	1m 47.341s	1m 43.159s	1m 42.637s	1m 48.548s
17. SURER	1m 50.258s	6m 22.502s	1m 49.233s	1m 46.626s	1m 51.047s
18. BOUTSEN	1m 50.313s	1m 47.866s	1m 45.213s	1m 44.063s	1m 50.400s
19. SENNA	1m 47.334s	1m 47.188s	1m 43.136s	1m 42.651s	1m 49.347s
20. CECOTTO	1m 51.422s	1m 49.644s	1m 44.930s	1m 45.231s	1m 49.984s
21. ROTHENGATTER	2m 02.556s	1m 53.625s	1m 51.363s	1m 49.955s	—
22. PATRESE	1m 49.902s	1m 47.974s	1m 44.576s	1m 48.230s	1m 51.016s
23. CHEEVER	1m 49.956s	1m 47.347s	1m 43.284s	1m 49.065s	1m 49.990
24. GHINZANI	1m 49.122s	1m 49.141s	1m 45.129s	1m 48.865s	1m 51.167s
25. HESNAULT	1m 53.174s	1m 49.697s	1m 47.116s	1m 45.419s	1m 52.637s
26. DE CESARIS	1m 50.936s	1m 46.834s	1m 45.666s	1m 43.998s	1m 49.793s
27. ALBORETO	1m 48.756s	1m 47.719s	1m 42.860s	1m 42.246s	1m 47.990s
28. ARNOUX	1m 48.501s	1m 46.805s	1m 45.408s	1m 44.748s	1m 47.668s

* Time not officially kept, rear wing was found not to be within requirements during spot scrutineering.

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. McLaren 58.5 points; 2. Ferrari 25.5 points; 3. Lotus 24.5 points; 4. Brabham 21 points; 5. Renault 20 points; 6. Tyrrell 13 points; 7. Williams 12 points; 8. Alfa Romeo 6 points; 9. Toleman 4 points; 10. Ligier 2 points; 11. Arrows 1 point.

RESULTS

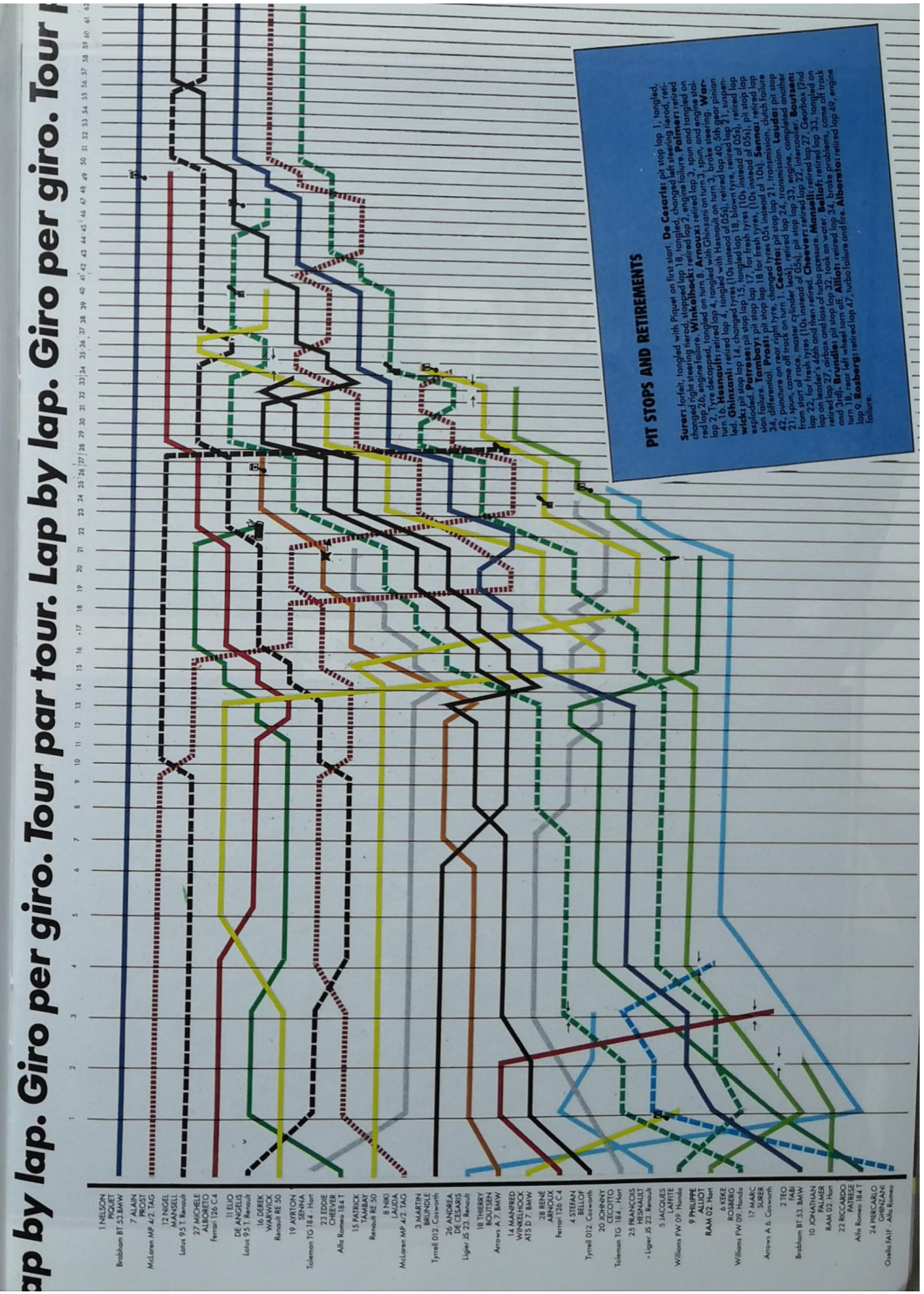
1. Piquet (Brabham BT 53-BMW, 63 laps, or 253.465 km (157.500 miles) in 1 hour 55 m 41.842s, at an average speed of 131.499 kph (81.679 mph)
2. Brundle — Tyrrell 012-Cosworth — 0.837s
3. De Angelis — Lotus 95T-Renault — 32.638s
4. T. Fabi — Brabham BT 53-BMW — 1m 26.528s
5. Prost — McLaren MP4/2-TAG — 1m 55.258s
6. Laffite — Williams FW 09-Honda — 1 lap

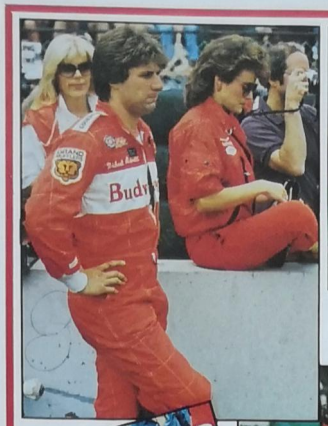
DRIVERS' WORLD CHAMPIONSHIP POINTS

	BRAZIL	SOUTH AFRICA	BELGIUM	SAN MARINO	FRANCE	MONACO	CANADA	DETROIT	DALLAS	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	PORTUGAL	TOTAL
1 PROST	9	6		9		4.5	4	2									34.5
2 LAUDA		9			9		6										24
3 DE ANGELIS	4		2	4	2	0.5	3	4									19.5
4 PIQUET							9	9									18
5 ARNOUX			4	6	3	1.5	2										16.5
6 WARWICK		4	6	3													13
7 ROSBERG	6		3		1	1											11
8 ALBORETO			9														9
9 BRUNDLE	2							6									8
10 TAMBAY	1				6												7
11 BELLOF			1	2		2											5
MANSELL					4		1										5
13 SENNA		1				3											4
14 CHEEVER	3																3
PATRESE		3															3
FABI								3									3
17 DE CESARIS		2															2
18 BOUTSEN				1													1
LAFFITE								1									2

PIT STOPS AND RETIREMENTS

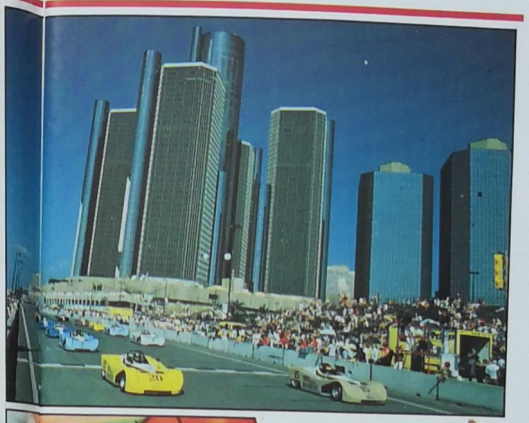
Surer: forfeit, tangled with Piquet on first start. **De Cesaris:** pit stop lap 1, tangled, changed right steering arm. **Rottengatter:** pit stop lap 1, tangled, changed left steering lever. **Winkelhock:** retired lap 3, spun and engine stalled. **Arnoux:** retired lap 3, spun and engine stalled. **Prost:** disqualified, tangled on turn 2, pit stop lap 3, tangled with Ghinzani on turn 3, broke steering. **Warwick:** pit stop lap 3, tangled with Hesnault on turn 3, broken steering. **Laffite:** retired lap 3, tangled with Hesnault on turn 3, retired lap 40. **Sthe:** spun on lap 3, retired lap 4. **Hesnault:** retired lap 3, tangled with Laffite, retired lap 40. **Ghinzani:** retired lap 3, tangled with Prost, retired lap 3. **Lauda:** retired lap 4, broken steering. **Rosberg:** pit stop lap 4, tangled tyres (10s instead of 5s), pit stop lap 15, tangled with Tambay, retired lap 25. **Allison:** retired lap 4, broken steering. **Tambay:** pit stop lap 4, tangled with Rosberg, pit stop lap 15, tangled tyres (10s instead of 5s), pit stop lap 28, tangled with Sthe, retired lap 42, puncture on rear right tyre. **Cecotto:** pit stop lap 4, tangled tyres (10s instead of 5s), pit stop lap 18 for fresh tyres, (10s instead of 5s), pit stop lap 24, transmission. **Laudas:** another from start, pit stop lap 4, tangled tyres (10s instead of 5s), pit stop lap 24, transmission. **Laudas:** another spun, came off master cylinder leak), pit stop lap 33, engine, camber. **Boutsen:** lap 22, leader's 46th and then of turbo pressure. **Mansell:** retired lap 33, tangled with retired lap 27, exhaust pipe stop lap 32, lock on wheel nut, brake problems, car lap 49, engine and 3rd). **Brundle:** wheel nut, brake problems, car lap 49, engine turn 1. **Rosberg:** retired lap 47, turbo failure and fire. **Alboreto:** retired lap 49, engine failure.

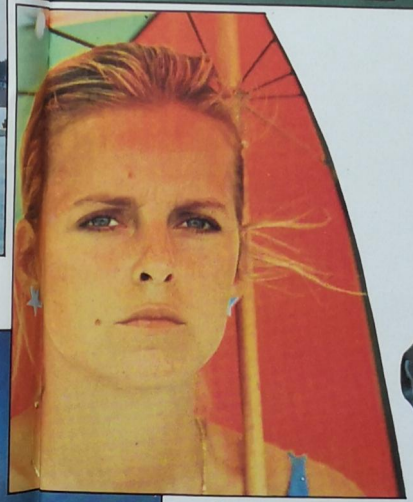

Tour par tour. Lap by lap. Giro per giro. Tour par tour. Lap by lap. Giro per giro. Tour
1 NELSON PIQUET Brabham BT 53 BMW
7 ALAIN PROST McLaren MP 4/2 TAG
12 ANGEL MARTIN Lotus 95 T Renault
27 MICHELE ALBORETO Ferrari 126 C4
11 ELIO DE ANGELIS Lotus 95 T Renault
16 DEREK WARWICK Renault RE 50
19 AYRTON SENNA Toleman TG 184 Hart
23 PATRICK TAMBAY Renault RE 50
8 INKI LAUDA McLaren MP 4/2 TAG
3 MARTIN BRUNDLE Tyrrell 012 Cosworth
26 ANDREA DE CESARIS Ligier JS 23 Renault
18 THIERRY BOUTSEN Arrows A7 BMW
14 MANFRED WINKELHOCK ATS D7 BMW
28 RENE ARNOUX Ferrari 126 C4
4 STEFAN BELLOF Tyrrell 012 Cosworth
20 JOHNNY CECOTTO Toleman TG 184 Hart
23 FRANCOIS HESNAULT Ligier JS 23 Renault
5 JACQUES LAFFITE Williams FW 09 Honda
9 PHILIPPE ALLIOT RAM 02 Hart
6 KEKE ROSBERG Williams FW 09 Honda
17 MARC SURER Arrows A 6 Cosworth
2 TEO FABI Brabham BT 53 BMW
10 JONATHAN PALMER RAM 02 Hart
22 RICCARDO PATRESE Alfa Romeo 184 T
24 PIERCARLO GHINZANI Osella FA1F Alfa Romeo



The post card regulars
Spot the error!

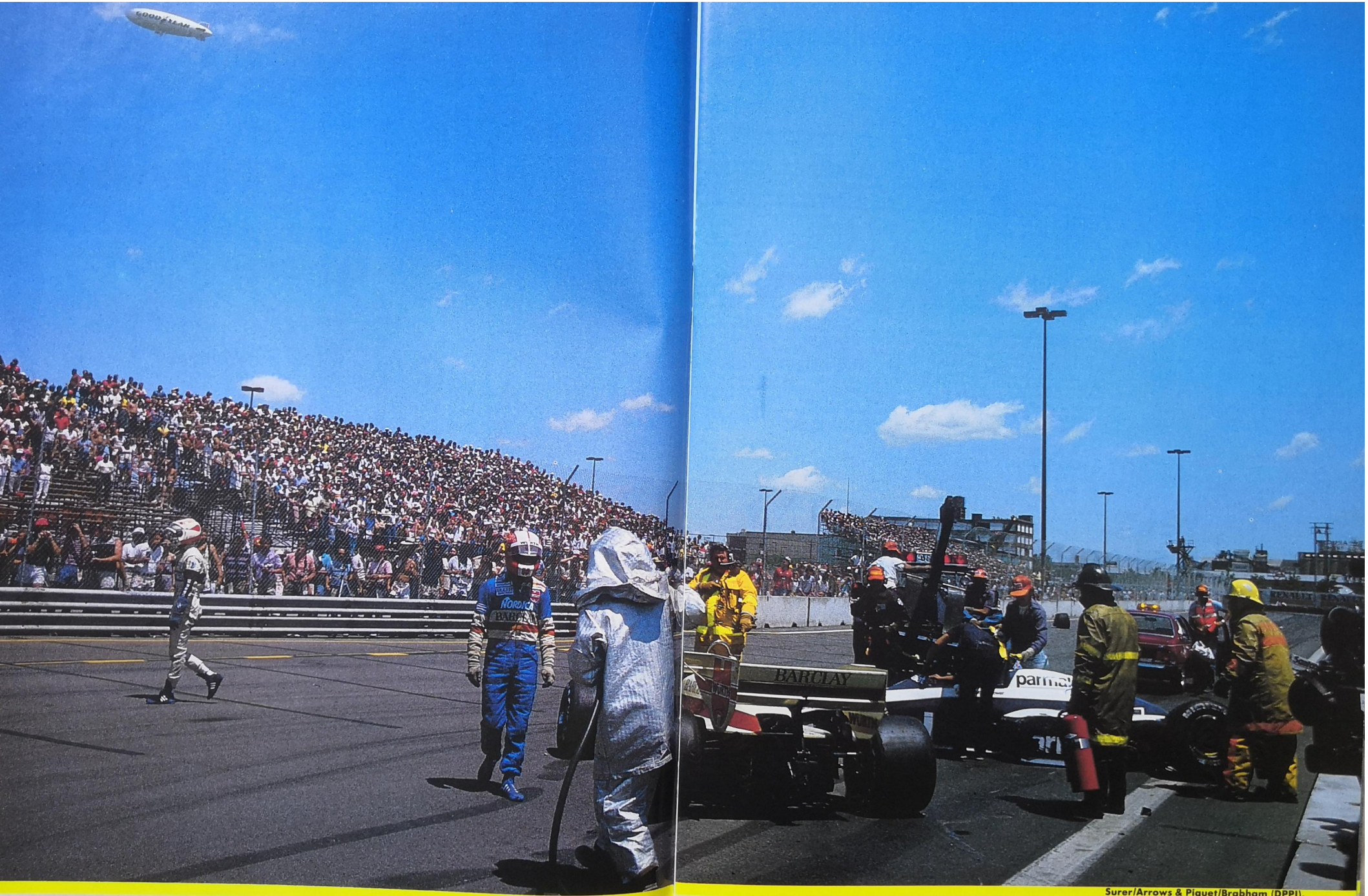
the coat of many colours.





DETROIT

Time off to visit
a museum



Surer/Arrows & Piquet/Brabham (DPPI).

THE CALM AFTER THE STORM. TWO WRECKS LITTER THE TRACK. THE RED FLAG IS UP AFTER A BAD START.

Senna, Boutsen, Brundle, Tambay and Lauda (Bernard Asset).

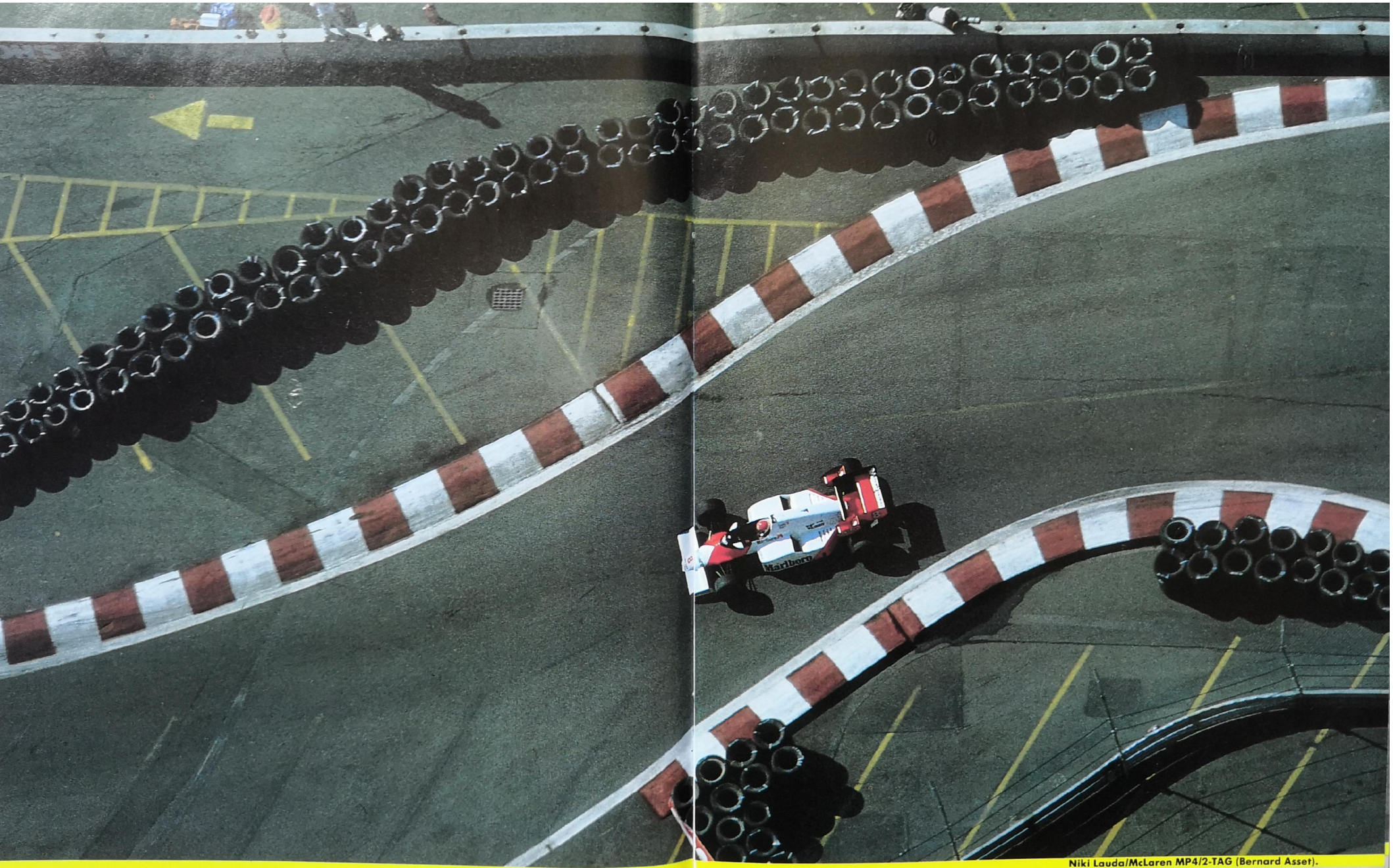
THE SECOND START. THEY ALL GOT OFF WELL EVEN IF THEIR WHEELS DID GET RATHER DANGEROUSLY CLOSE.

Thierry Boutsen/Arrows A7-BMW (DPPI).

LIKE MANSELL, ALBORETO OR BELLOF, HE COULD HAVE WON. BOUTSEN'S DREAMS WERE DASHED. TURBO.

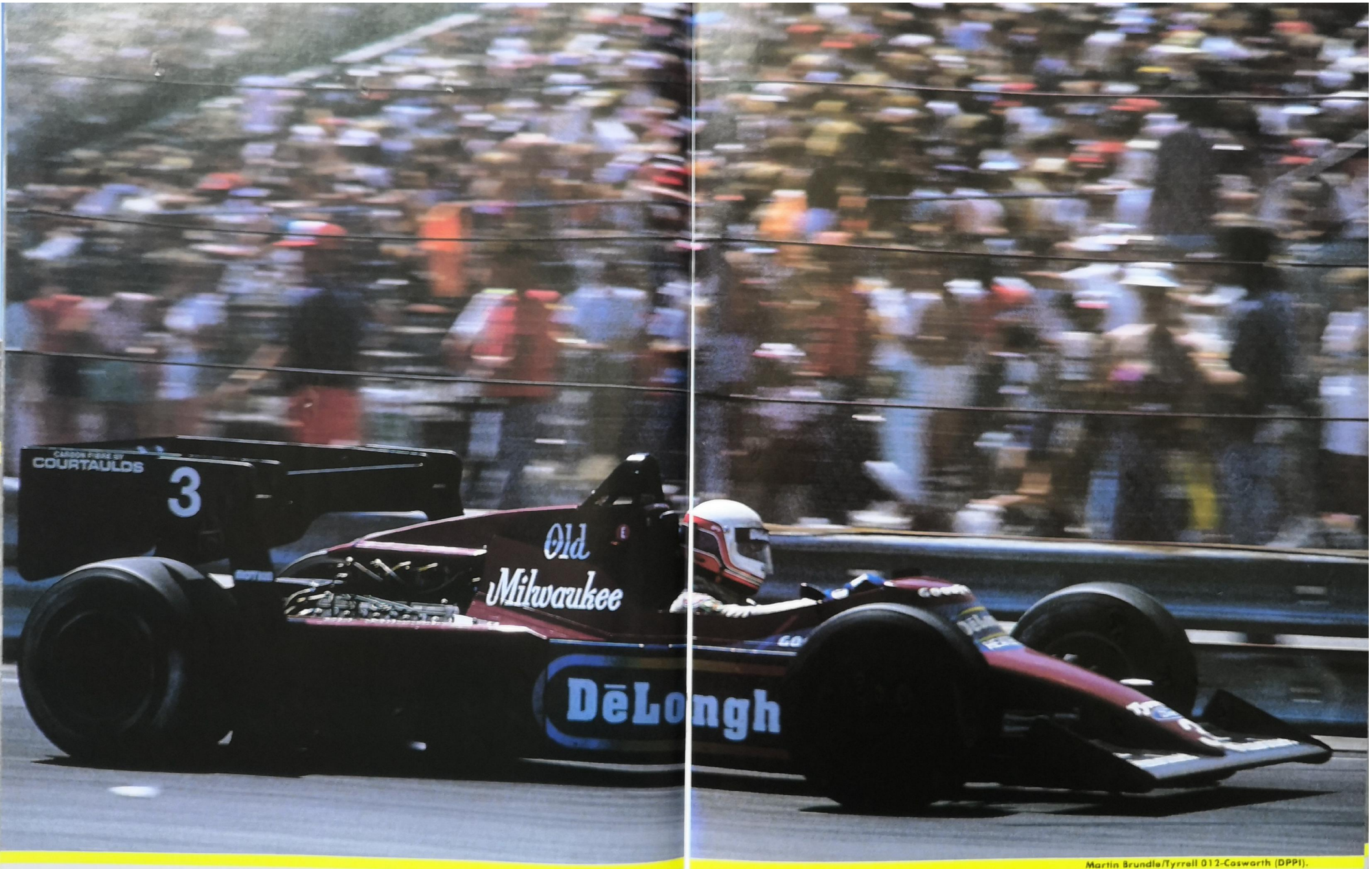
René Arnoux/Ferrari 126 C4 (Bernard Asset).

THE RENAISSANCE CENTER, SMOKED WINDOWS AND AIR CONDITIONING. MAKES YOU WEAK IN THE KNEES.



Niki Lauda/McLaren MP4/2-TAG (Bernard Asset).

TURN 18, THE CHICANE BEFORE THE STANDS. IT'S NARROW, ULTRA-QUICK OPENING ONTO CONCRETE.



Martin Brundle/Tyrrell 012-Cosworth (DPPI).

JUST A LITTLE MORE AND THE COSWORTH WOULD HAVE W ON. IN HENRY FORD LAND.

Derek Warwick/Renault RE 50 (DPPI).

ON THE OTHER SIDE OF DETROIT RIVER IS CANADA. ON THE LEFT, LAKE ERIE, TO THE RIGHT, LAKE HURON.

Nelson Piquet/Brabham BT 53-BMW (DPPI).

POLE POSITION IN QUALIFYING. FAST, RELIABLE, EASY TO TUNE. THE BRABHAM IS THE ULTIMATE WEAPON.

Tyrrell Racing Organisation Team (DPPI).

A SECOND PLACE WORTHY OF VICTORY. DETROIT HAS BEEN KIND TO THE TYRRELL TEAM FOR THE PAST TWO YEARS.

Surer. Turn. 10. Friday afternoon

ARROWS BMW & COSWORTH

17. BARCLAY TEAM ARROWS/ ARROWS COSWORTH A6/4: **Marc Surer (CH)**
22nd in qualifying, DNF in race.
18. BARCLAY TEAM ARROWS/ ARROWS-BMW A7/2: **Thierry Boutsen (B)**
13th in qualifying, DNF in race
T. BARCLAY TEAM ARROWS/ ARROWS-BMW A7/1 (Boutsen), ARROWS-COSWORTH A6/2 (Surer)

It was Surer's turn to choose which of the two Arrows he wanted to drive, and as in Monaco he opted for the A6-Cosworth. That makes Detroit his fourth consecutive race with the normally aspirated engine. The A6/4 is equipped with Lockheed double caliper steel brake discs on both front and rear. It's using a wing with three flaps on the main section and three flaps on the winglets. As related on page 95 of our last isuue, Thierry Boutsen had hoped that engineer Dave Wass would have the new rear suspension for the A7 ready. It isn't, having been held up by the time needed for special heat treatment.
The A7/2 has been modified, with the addition of a 4-inch spacer between the engine and the gearbox whose purpose is to lengthen the wheelbase. The drivers had found it too short, being the same as the A6 and creating weight distribution which greatly favoured the rear of the car. The A7/2 and A7/1 are different in their rear suspension and their braking system: the former has the widened "Monaco" type with suspension, transformed into a "Canada" type pull rods and a reinforcing linkage rod. The A7/1 has the original, conventional suspension which is narrower and unreinforced.
The steel brake discs are in both cases using single Brembo calipers at the front and single AP calipers at the rear. On Friday morning, Boutsen was held up by injection problems when he was finally off on a quick lap, he spun because his gearbox selected two ratios simultaneously. He continued the practice session at the wheel of the A7/1 T car but was back in A7/2 for the afternoon's qualifying session. As for Surer, he wasn't able to get in a quick lap at all, trouble for him coming in the shape of a collision with Fabi's Brabham-BMW at turn 10. According to FISA regulations which specify that only one chassis-engine ensemble be used over the duration of a weekend, he was not able to try to qualify with the idle A7/1.
The tub of the A6/4 being bent, the Arrows mechanics spent the night in the garages of Cobo Hall putting another car together, working from a totally bare chassis, the A6/2 which had arrived in North America with all of their freight before Montreal. Ready by Saturday morning, the car was used by Surer on Saturday but wrecked in the first lap accident on Sunday.
The A7/2 had modified bodywork in its rear section, where the sidepods were shortened and curved inwards, which completely exposed the Motronic electronic ignition system on the right side of the car and the KKK turbo on the left. Saturday morning, Boutsen only got a few laps in before breaking the right universal joint and carried on with the spare car. He put in excellent times with it and decided to keep it for the afternoon's final qualifying session. During his first lap, a duct linking the turbo and the intercooler developed a leak and he transferred his first set of tyres to A7/2, then completed the session with A7/1 when the repairs had been made. It was then that the engine was damaged, a part from the air box having been sucked into the intake. He used his second set of qualifiers on the A7/2 and able to improve his time.

Sunday morning, both the A7/1 and the A7/2 were equipped with an extra oil radiator on the right side. In spite of a problem with the turbo, Boutsen chose the A7/2 after the warm-up.
Engines: 1500cc 4 cylinders in-line BMW M12/13 with single KKK turbo, or 3000cc normally aspirated by Cosworth DFV.
Tyres : Goodyear

ATS-BMW

14. ATS WHEELS / ATS-BMW D7/1: **Manfred Winkelhock (D)**
14th in qualifying, DNF in race

Gunter Schmid confirmed that the second D7 would not be ready before the British Grand Prix. Having only one car on the street circuit of Detroit put Winkelhock in a psychologically difficult position. He had to avoid collisions at all costs, a situation which will be repeated for him in Dallas.
The D7/1 is equipped with steel brake discs with single AP calipers at the front and rear. The wing has four flaps in its centre section and four flaps for the winglets. During the first qualifying session on Friday, Winkelhock had a forward flap added which he then had removed on Saturday.

Engine: 1500cc 4 cylinders in line BMW M12/13, single KKK turbo.
Tyres: Pirelli

BRABHAM-BMW

1. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM BMW BT 53/5: **Nelson Piquet (BR)**
1st in qualifying, 1st in race.
2. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT 53/2: **Teo Fabi (I)**
23rd in qualifying, 4th in race
T. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT 53/3.

Fabi. Turn 10. Friday afternoon.

Corrado Fabi had replaced older brother Teo at the wheel for both the Canadian and Monaco Grands Prix, the older Fabi having CART obligations. He was back in Formula One at Detroit, this race clashing with nothing on the national American race calendar.
The BT 53/3 and 2 are equipped with "Monaco" type engines, using an oblong shaped air box (see technical drawing on page 70 of number 82 GPI), the purpose of which is to increase engine power at low rpm's. The BT 53/5 has the traditional square-shaped air box but with elongated air intakes, again with the same purpose. All three cars are set up as they were in Canada, with a supplementary oil radiator placed at the extreme front end of the car (see technical drawing on page 101 of our last issue). However, following the burns to the foot suffered by Piquet in Montreal, asbestos insulation has been fitted to protect the pedals from the heat. Corrado Fabi had felt no such heat a week earlier before retiring on lap 41, but both he and brother Teo are shorter than Piquet and the pedals in their cars are therefore further back from the radiator in question. The BT 53 has a main wing with three flaps and winglets with three flaps.

The cars are equipped with different braking systems: the 2 has steel brake discs with a single Girling caliper at the front and the rear, and the 3 and the 5 have Heatco carbon fibre brake discs with single Girling calipers at the front and the rear.
Friday morning, after running a few laps, an additional aluminium fairing was mounted on the two cars used by Piquet, the race car BT 53/5 and the "light" qualifying BT 53/3, which is not equipped with a hydraulic jack system. The fairing was designed to improve evacuation of air from the front radiator, the reason for this being the continued overheating of the pedals.
In the afternoon, during the first timed qualifying session, Fabi had a collision with Surer in the Arrows-Cosworth while he was on his first set of qualifiers. He then waited for Piquet to have used both of his sets of qualifiers on the BT 53/3 before he could take it out, but by then it was five minutes to the end of the session. He spun and was not able to get in a fast lap with his second set of tyres.
On Saturday Teo Fabi's BT 53/2 was mounted with the classic square shaped air box with elongated air intakes. In the morning, Piquet used both the BT 53/3 and the BT 53/5, which broke a turbo. He qualified in the afternoon with, as is customary, the former of the two cars, getting the pole position in 1: 40.980, which was an improvement of 4.607 on his provisional pole position time of the day before.
Sunday, the three cars were mounted with an oblong air box; BT 53/3 and BT 53/5 had reverted back to steel brake discs. After the accident at the start, Piquet had to use the spare car for the race, the BT 53/3, in which the Brabham team had installed hydraulic jacks the night before.

Engine: 1500cc 4 cylinders BMW M12/13 in line with single KKK turbo.
Tyres: Michelin

ALFA ROMEO EURORACING

22. ALFA ROMEO BENETTON / ALFA ROMEO 184T/02: **Ricardo Patrese (I)**
25th in qualifying, DNF in race
23. ALFA ROMEO BENETTON / ALFA ROMEO 184T/03: **Eddie Cheever (USA)**
8th in qualifying, DNF in race
T. ALFA ROMEO BENETTON / ALFA ROMEO 184T/01

Two of the Alfa Romeo 184Ts were damaged by Patrese in Montreal: the 184T/02 during untimed practice on Saturday morning and the 184T/01, the team's spare car, during the 39th lap of the race. They were both repaired in time for Detroit and the Italian driver was in his usual car.
All three cars are equipped with single caliper Brembo steel brake discs at the front and the rear. Their wing configuration consists of a five flap central wing with one forward flap and five flaps on the winglets. The sidepods are of the "Canada" type, the upper front section being raised above the air duct with a vertical shark-like fin in front of the rear wheels (see technical drawing on page 100 of our last issue). On Friday morning, Cheever briefly tested additional vertical extensions to the front of the sidepods, a modification already seen in Montreal, but he had them taken off for the afternoon qualifying session, and didn't use them the next day.
Patrese was stopped during the final qualifying session by problems with his fuel pump; this just as he went out on his first set of qualifiers. He used the second set with the spare car and was unable to improve on his previous day's times in spite of benefiting from a faster track. He was, in fact, the only driver in that unpleasant situation.

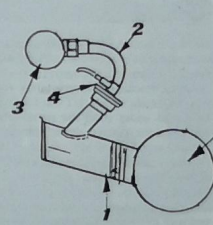
Engine: 1500 cc V8 Alfa Romeo 890T with twin Avio turbo.
Tyres: Goodyear.

SCUDERIA FERRARI

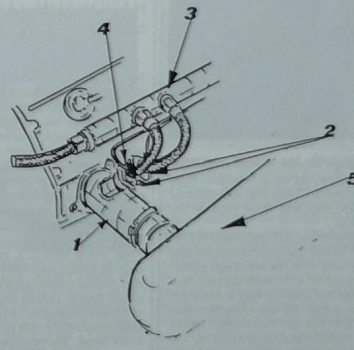
27. SCUDERIA FERRARI / FERRARI 126 CS/076: **Michele Alboreto (I)**
4th in qualifying, DNF in race
28. SCUDERIA FERRARI / FERRARI 126 C4/075: **René Arnoux (F)**
15th in qualifying, DNF in race
T. SCUDERIA FERRARI / FERRARI 126 C4/074

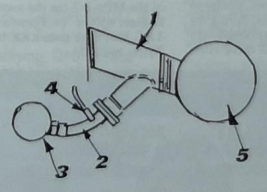
Two of the Ferraris, 126 C4/076 and 075, are now equipped with the totally electronic Marelli-Weber injection system which was seen at the very beginning of the season and then dropped due to insufficient fine tuning. The system was tried again during private testing at Brands Hatch earlier in the month. The 126 C4/075 has been fitted with the set-up used at the Brands tests, with two injectors per cylinder in the upper section of the intake pipe. The 126 C4/076 has an opposite set-up, with the two injectors per cylinder in the lower part of the intake pipe. The spare car 126 C4/074 is equipped with the familiar electronically controlled mechanical injection system designed by Lucas and modified by Ferrari.
The three cars are using steel brake discs with single Brembo calipers at the front and rear. The central section of the wing has three flaps and the winglets have two. The engine covers are equipped with NACA air intakes to the turbos, and the size of these intakes has been expanded.
The narrower front track, tested Friday on the spare car at Montreal, has not been kept. After Dallas, there will be more testing at Zeltweg in Austria, and it would appear that a very modified car will be tested there. Among the modifications we should see a longer wheelbase, a new front suspension, bodywork and sidepods à la McLaren, "Dijon" type lower gearbox fairing changed and the engine reworked.
In Detroit, Arnoux had the six-into-one type exhaust on Friday, it having first been seen at Zolder, and Alboreto had the conventional exhaust set-up on the spare car. Those technical choices were held over on Saturday but Arnoux broke an engine in the morning session and the one which was installed during the lunch break for the afternoon's qualifying had a classic Lucas-Ferrari injection system. The victim of (first) a hairy spin and (later) electrical problems, Arnoux, wasn't able to get into a decent position on the starting grid.
For Sunday, Arnoux and Alboreto both had conventional exhaust systems and engines with the "upper" Marelli-Weber injection system.
Because of the accident at the start, Alboreto had to use the spare care for the race. It had a conventional exhaust system and the Lucas-Ferrari injection set-up.

Engine: 1500cc VG Ferrari 126 V6 with twin KKK turbo
Tyres: Goodyear



"Arnoux" version





"Alboreto" version

In (1) the intake pipe. In (2) the two injectors per cylinder. In (3) the circuit containing the fuel. In (4) the electronic system controlling each injector. In (5) the air box.
Two systems were used: the "upper" system, with injection in the upper part of the collector ("Arnoux") and the "lower" system with injection in the lower part of the collector ("Alboreto").

MARELLI-WEBER ELECTRONIC INJECTION SYSTEM

Alboreto. 1st start.

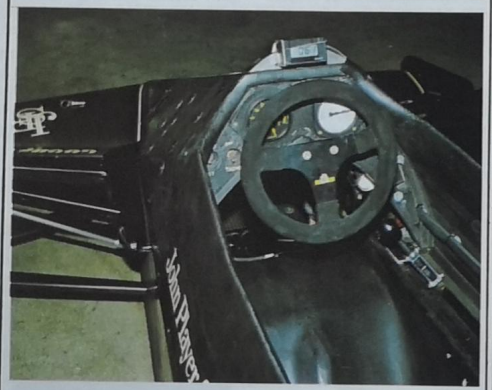
Arnoux. Turn 18. Saturday afternoon.

LIGIER-RENAULT

25. LIGIER-LOTO / LIGIER-RENAULT JS 23/02: François Hesnault (F)
18th in qualifying, DNF in race
26. LIGIER-LOTO / LIGIER-RENAULT JS 23/04: Andrea de Cesaris (I)
12th in qualifying, DNF in race
T. LIGIER-LOTO / LIGIER-RENAULT JS 23/03:

Nothing new for this team, whose JS 23 cars are still between 40 and 50 kilos heavier than the minimum weight of 540 kilos. There is still much internal tension in the Ligier camp. Hervé Guilpin, one of the designers of the car, is working with Hesnault, Hervé Gallopin with Cesaris. Guy Ligier, as in Montreal, was nowhere to be seen.
New lower wishbones for the front suspension should be ready for Dallas, designed to resolve problems which have arisen as a result of excessive play in the suspension. The three cars are equipped with steel brake discs using single Brembo calipers. The main part of the wing has three flaps and the winglets have two, with the JS 23/01 having an extra central forward flap.
Friday morning, de Cesaris crashed at turn 16 as a result of an accelerator pedal which had jammed wide open. The front suspension was damaged and the tub lightly scraped at the front anchoring points. The Italian driver carried on for the rest of the day in the spare car, which he used for the afternoon qualifying session. Hesnault was handicapped in both sessions by overheating problems. It was traced during the morning but a shortage of time made it impossible to change the engine during the lunch break.
During the night between Friday and Saturday, the Ligier mechanics repaired the JS 23/04 and de Cesaris had it for the Saturday morning session. After only fifteen minutes he was off the track at turn 6 and had completely destroyed the left rear section of his car. The rest of the day was to be spent, as the previous day had been, at the wheel of the spare car JS 23/03.
Horrible luck following bad, he put that one off the track as well at the very end of the last qualifying session, again at turn 6. Hesnault, whose engine wasn't changed from the day before — it was decided that installing new radiators would do the trick — had overheating problems all day long which caused his water to get as hot as 135 degrees. De Cesaris' last crash having damaged the tub of the JS 23/03, the mechanics found themselves having to repair the badly damaged JS 23/04 for the Italian driver to be able to take part in the race. It was ready in time for Sunday morning warm-up.
Engine: 1500cc V6 Renault EF4 with twin Garrett turbo.
Tyres : Michelin.

De Cesaris. Turn 6. Saturday afternoon.



LOTUS-RENAULT

11. JOHN PLAYER SPECIAL TEAM LOTUS / LOTUS RENAULT 95T/03: Elio de Angelis (I).
5th in qualifying, 3 rd in race.
12. JOHN PLAYER SPECIAL TEAM LOTUS.
LOTUS RENAULT 95T/02: Nigel Mansell (GB)
3rd in qualifying, DNF in race.
T. JOHN PLAYER SPECIAL TEAM LOTUS / LOTUS-RENAULT 95T/04

The three Lotus cars have the same technical specifications, as they had in Canada: the turbocharging system has a large air-to-air intercooler on 95T/03, similar to the one which was seen at Zolder on Warwick's Renault and which has been adopted since Montreal for two of the Régie's three cars. 95T/04 has the bevelled edge running along the sidepods and a horizontal deflector running along the bodywork.
The cars are now using steel brake discs with single Brembo calipers at the front and the rear, the wings have three flaps in the central section plus an additional forward flap and three flaps in the winglets.
Friday morning, de Angelis used 95T/03 which he had chosen not to use the previous week after the warm-up, preferring to use the 95T/04 for the race, feeling that his own car had a down-on-power engine. He was enraged to find at Detroit that the "lazy engine" hadn't been changed and, once again, he was behind the wheel of the spare car for the first qualifying session on Friday afternoon. Saturday morning, he was back in his own car and kept it for the afternoon qualifying session.
As with Mansell — who was convinced that he had the pole at the moment when Bellof's accident stopped qualifying — the rest of the day was without incidents for him.
Sunday morning, De Angelis discovered his engine wasn't functioning properly and in spite of a change of turbos decided to use the spare 95T/4 for the race.
Engine: 1500cc V6 Renault EF4 with twin Garrett turbo.
Tyres: Goodyear.

McLAREN-TAG

7. MARLBORO McLAREN INTERNATIONAL/McLAREN-TAG MP4-2/2: Alain Prost (F)
2nd in qualifying, 5th in race
8. MARLBORO McLAREN INTERNATIONAL/McLAREN-TAG MP4-2/1: Niki Lauda (A)
10th in qualifying, DNF in race
T. MARLBORO McLAREN INTERNATIONAL/McLAREN-TAG MP4-2/3

No changes in Ron Dennis's team, with the exception of a switching of chassis, Lauda having adopted MP4-2/1 as his race car and his habitual MP4-2/3 having as a result become the team's spare car. The three cars are all using carbon fibre SEP brake discs with a double McLaren caliper at the front and the rear. The central section of the wing has threee flaps with an additional forward flap, and the winglets also have three flaps.
Prost tested MP4-2/3, equipped with oversize turbos, on Friday morning but they proved unsatisfactory on the street circuit here in Detroit and the car was re-fitted with smaller turbos, similar to those used on the race cars, during the lunch break. The two drivers were very late going out on the track in the afternoon session, as they usually are, and both qualified in their own cars without ever having to use the spare.
After technical scrutineering, the rear wing of Lauda's MP4-2/1 was found to be 4 mm wider than the permissible width and the Austrian driver's times for the day were wiped out.
Saturday morning, Prost was quick to change to the spare car from his MP4-2/2 which was being plagued by electrical problems and was still equipped with its Montreal engine. He stayed in the spare for the final qualifying session that afternoon.
Sunday morning, he again took MP4-2/2 for the warm-up, but the mediocre engine decided him in favour of the MP4-2/3 for the race.
Engine: 1500cc V6 Porsche designed TAG PO1 with twin KKK turbo.
Tyres: Michelin.

OSELLA-ALFA ROMEO

24. KELEMATA OSELLA SQUADRA CORSE/OSELLA-ALFA ROMEO FA1F/2: Piercarlo Ghinzani (I)
26th in qualifying, DNF in race
T. KELEMATA OSELLA SQUADRA CORSE/OSELLA-ALFA ROMEO FA1F/3

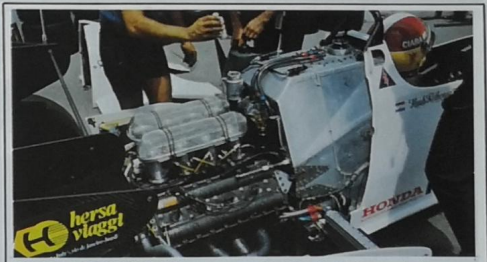
The FA1F's use steel brake discs with simple Brembo calipers at the front and the rear. The wing has four flaps in its central section and four flaps in the winglets. By the time of the German Grand Prix, at Hockenheim, one of the two cars should have been modified. The new model would have a narrowed rear section similar to the McLarens, a longer wheel-base, different dimensions of the front and rear track and a general review of aerodynamics.
In Detroit, Ghinzani tested modified upper wishbones on the front suspension with the FA1F/2 on Friday, looking for a better geometry in the rods. In the afternoon, for the first qualifying session, he added an extra flap mounted in a forward position on the 4/4 wing and kept it for Saturday. During the final qualifying session, he touched the wall lightly while on his first set of tyres and broke the lower wishbone of the rear suspension.

Engine: 1500cc V8 Alfa Romeo 890T with twin Avio turbo.
Tyres: Pirelli

RAM-HART

9. SKOAL BANDIT RAM AUTOMOTIVE/RAM-HART 02/1: Philippe Alliot (F)
20th in qualifying, DNF in race
10. SKOAL BANDIT RAM AUTOMOTIVE/RAM-HART 02/2: Jonathan Palmer (GB)
24th in qualifying, DNF in race

After a break in which he was relieved at the wheel by New Zealander Mike Thackwell in Montreal, Jonathan Palmer is back after having driven at Le Mans in the Canon Porsche 956, a drive he shared with Jan Lammers.
The 02 RAM's have the same technical specifications as in Canada: rear suspension with upper rockers and pull-rods, which were first seen on 02/1 in Monaco, and engine covers with a rounded and streamlined shape. The cars have steel brake discs with double Lockheed calipers on the front and rear. The central section of the wings have three flaps with the addition of a forward flap and the winglets have two flaps.
It would seem that the appearance of a new car, which had been predicated for the British Grand Prix, has been jeapordized. Qualifying went well on both Friday and Saturday for John MacDonald's little team; they were spared the problems which had traditionally been plaguing them. Allit had an especially good run during the second qualifying session and managed to get on the grid in between the two Williams of Laffite and Rosberg.
Engine: 1500cc 4 cylinders Hart 415T in line with single Holset turbo.
Tyres: Pirelli.



SPIRIT-COSWORTH

21. SPIRIT RACING/SPIRIT-COSWORTH 101B/1: Huub Rothengatter (NL)
27th in qualifying, DNF in race

Expected and not seen at Montreal, the Spirti-Cosworth appeared in Detroit. The car consists of the first 101B/1 coque which was introduced at tests at Monza in 1983 with a Honda engine and since then had, like the 101B/2, used the Hart engine. Designed by engineer Gordon Coppuck, the transformation was required because of the shortage of Hart engines. The British engine constructor has four blocks on hold in Germany where they've been stranded by the metal workers' strike.
Using short sidepods inspired by those which were on the Ferrari 126 C3 in 1983, they replace the cooling elements placed in arrow-like formation on the Spirit-Hart, those having been derived from last season's Brabham BMW BT 52. The Spirit-Cosworth has water radiators placed parallel to the longitudinal axle of the car, in front of the rear wheels, and oil radiators at the entrance of the sidepods, facing the road.
The dimensions of the car have changed with the change of engine, the wheelbase has been reduced by an inch and a half. Rothengatter is driving his second consecutive Grand Prix as the replacement for Mauro Baldi, whose budget didn't hold up. He has two Cosworth engines at his disposal, rented by Spirit from Nicholson-McLaren engines.
The steel brake discs are of the single caliper Lockheed type on both the front and the rear and the wing is of a new design, with two flaps in its central section and two flaps on the winglets. The two forward flaps, à la Toleman-Hart, have disappeared. The car was very slow on Friday and had electrical problems on Saturday morning. It was unable to qualify in the afternoon, being more than a second off the 26th time.

Engine: 3000cc Cosworth DFV normally aspirated V8.
Tyres: Pirelli.

RENAULT SPORT

15. RENAULT-ELF/RENAULT RE 50/07: Patrick Tambay (F)
9th in qualifying, DNF in race
16. RENAULT-ELF/RENAULT RE 50/04: Derek Warwick (GB)
6th in qualifying, DNF in race
T. RENAULT-ELF/RENAULT RE 50/03 AND RE 50/02

Having forfeited at Montreal, Tambay was now sufficiently recovered to take part in qualifying and the race. Seven Renault engines having broken or shown signs of weakness at Montreal — 3 for Lotus, 1 for Ligier and 3 for the Régie itself — Renault supplemented its stock of available blocks by bringing in five more from France. As in Canada, the RE 50/07 and 04 have oversized air to air intercoolers for the turbocharging system, while the RE 50/03 is staying, like the Ligier and 2 of the 3 Lotuses, with the old air/water system.

The three cars have steel brake discs with single Brembo calipers at the front and the rear. The central portion of the wing has three flaps and the winglets have two. The sidepods have reverted to their "hot" configuration, which had been changed at Montreal, with the air exits going through the upper portions of the radiators.
Friday morning, Warwick lost control of his car over a bump coming into turn 10 and hit hard at the front and the rear. The front part of the coque, which had been a cause for concern in the Monaco accident, broke again but in a less spectacular fashion thanks to reinforcements installed since Canada and explained in the technical drawing on page 102 of our last issue. The front suspension having pierced the coque, it was written off. *"At best, RE 50/04 might be turned into a test car after it's fixed,"* admitted Jean Sage. Warwick carried on with the RE 50/03 spare car which had the old style intercoolers. That car gave him repeated mechanical problems in the afternoon, with a loss of pressure in the turbocharging system and diminishing power which necessitated three changes of turbos. Fortunately they were made possible by the unusually long qualifying session caused by the accidents fo Fabi, Surer, Senna and Cecotto. Derek finally qualified in two laps with his second set of tyres, doing so in the last five minutes using reduced turbo boost. That option was also adopted by Tambay as it made the car easier to drive.
Tambay broke fourth gear with both his sets of qualifying tyres. He blamed his left leg for the problem, it being still very sensitive and causing him to be slightly sloppy with the clutch when changing gears.

During the night from Friday to Saturday, the Renault mechanics went to work making up for the wrecked RE 50/04 by "dressing up" a bare coque, the RE 50/02, which had been used in the beginning of the season and was brought to Detroit on Monday. This coque, which has the old style air/water intercooler, like RE 50/07, 04 and 03, has a reinforced front section. The car was put together and ready in time for the second qualifying session in the afternoon. After having used both sets of qualifying tyres with the RE 50/03, Warwick took the RE 50/02 out with used tyres in the last remaining minutes of the session.
Tambay, who broke a turbo, didn't improve his times with his second set of tyres. During warm-up on Sunday morning, Warwick chose the RE 50/03 for the race.

Engine: 1500cc V6 Renault EF4 with twin Garrett turbo.
Tyres: Michelin.

Warwick. Turn 6. Friday morning. Brokes shell.

Senna. Turn 1. Race

Cecotto. Turn 6. Friday afternoon.

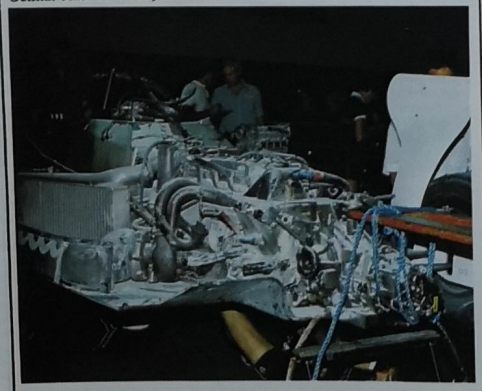
TOLEMAN-HART

19. TOLEMAN GROUP MOTORSPORT/TOLEMAN-HART TG 184/02(4): **Ayrton Senna (BR)**
7th in qualifying, DNF in race
20. TOLEMAN GROUP MOTORSPORT/TOLEMAN-HART TG 184/03: **Johnny Cecotto (V)**
17th in qualifying, DNF in race
T. TOLEMAN GROUP MOTORSPORT/TOLEMAN-HART TG 184/01

No modifications have been made to the TG 184's. The three cars are using steel brake discs with single Brembo calipers on the front flaps in its' center section. Friday morning, Cecotto was stopped when his clutch broke and finished the session with the spare car. He had his TG 184/03 back for the afternoon qualifying session.
In that session, Senna went off the track quite hard at turn 18 (the chicane before the stands), tearing off the right rear section of his car just as he was using his second set of qualifiers. He continued with the spare car for the purpose of setting it up, using his first (used) set of tyres. Cecotto also took a hard knock at the rear in turn 6 while on his second set of qualifiers.
The unfortunate team led by Peter Gethin retired to the garages of Cobo Hall with two cars in a sorry state and buckled down to a night of non-stop work. The following morning, after lots of hard work, the TG 184/02(4) and TG 184/03 were fixed and the team once again had three cars at its disposal. Saturday qualifying went well for both Senna and Cecotto and there was no need to use the spare car.
Sunday morning, Senna's car had the Hart engine with electronic injection (two injectors per cylinder) which had until then been in the spare car. The accident at the start made it necessary for Senna to use the spare for the race.

Engine: 1500cc 4 cylinder Hart 415T with single Holset turbo.
Tyres: Michelin.

Senna. Turn 18. Friday afternoon.



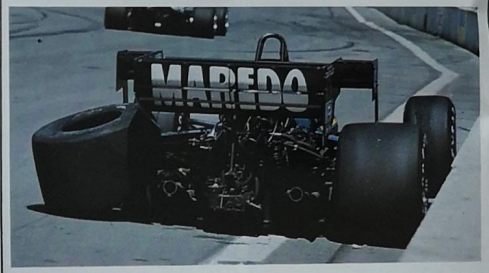
TYRRELL-COSWORTH

3. TYRRELL RACING ORGANIZATION/TYRRELL-COSWORTH 012/2: **Martin Brundle (GB)**
11th in qualifying, 2nd in race
4. TYRRELL RACING ORGANIZATION/TYRRELL-COSWORTH 012/4: **Stefan Bellof (D)**
16th in qualifying, DNF in race
T. TYRRELL RACING ORGANIZATION/TYRRELL-COSWORTH 012/1

In Detroit the Tyrrells used steel brake discs and Lockheed single calipers on both the front and the rear. The wing consisted of three flaps in the central section and three for the winglets.
Friday morning, Bellof locked up his wheels braking for turn 4 and stalled his engine. He then took the spare car 012/1 whose heavier steering gave him better control coming into the corners. He decided to keep it for the afternoon's qualifying session.
Saturday morning, Bellof was back in his usual car, the 012/4, and he kept it for the afternoon's qualifying session. While on his second set of qualifiers, he hit the guardrail hard coming out of turn 6, rupturing a rear half train and his transmission. A closer examination of the damage in Cobo Hall showed that the coque had been lightly touched. The German driver was back to 012/1 on Sunday. He had an electrical failure during warm-up but rectified the problem and was second fastest.

Engine: 3000cc normally aspirated V8 Cosworth DFV.
Tyres: Goodyear.

Bellof. Turn 18. Race.



WILLIAMS-HONDA

5. WILLIAMS GRAND PRIX ENGINEERING/WILLIAMS HONDA FW 09/03: **Jacques Laffite (F)**
19th in qualifying, 6th in race
6. WILLIAMS GRAND PRIX ENGINEERING/WILLIAMS HONDA FW 09/05: **Keke Rosberg (SF)**
21tsh in qualifying, DNF in race
T. WILLIAMS GRAND PRIX ENGINEERING/WILLIAMS HONDA FW 09/06

As was the case in Montreal as of Saturday, the new FW 09/06 coque had adopted a conventional configuration although it had a primitive set-up designed to accept a Coca-Cola shaped rear end, like the McLarens. That was abandoned after an inconclusive day of testing.
The three FW 09's in Detroit all had the front suspension's upper wishbones in the "high" setting — a low setting does not exist for the 06 — and used for the rear train upper rockers as in the end of the 1983 season, which they have been doing since Monaco. The main differences have to do with the front drive train: for the first time, FW 09 and 03 are equipped with uprights similar to those used by the Williams FW 07 and 08 three seasons ago. This return to the past suggests all is not well with the British team. FW 09/06 has shorter upper wishbones attached to the uprights with the use of a spacer, a set-up which was tested on Saturday at Monaco with the spare car, which was at the time the FW 09/04. Overall, these modifications have been made made in search of improved handling, which will only be realized when the cars begin to understeer less. All three cars were using steel brake discs in Detroit with single AP calipers on the front and double Lockheed calipers at the rear. After the Friday morning session, the single AP calipers were replaced by double Lockheed calipers. The wings have three flaps in their central section and three flaps on the winglets.
For the first timed qualifying session in the afternoon, Rosberg started out with the FW 09/06. He then took the FW 09/05 to finish off the first set of qualifiers and used it for the second. Saturday morning, the Finnish driver, who was testing a system of internal helmet cooling developed by Arai, spent a lot of time comparing two cars, the FW 09/05 and the FW 09/06. He finally opted the latter for the last qualifying session, in which he had unusually mediocre results.
Sunday morning, after having tested the FW 09/05, Rosberg decided to use the FW 09/06 for the race. Laffite broke the clutch of his FW 09/03 and continued the warm-up with the FW 09/05, but was back in his own car for the race.

Engine: 1500cc V6 Honda RA 163-E with twin Ihi turbo.
Tyres: Goodyear.

WILLIAMS

Piers Courage/ Brabham BT 26-Cosworth, Monaco 69

WE'D ALWAYS THOUGHT THAT HE WAS A 'LOSER'. JOHN MACDONALD WHO IS NOW FOLLOWING IN HIS FOOTSTEPS A DECADE LATER SHOULD NOT GIVE UP HOPE. SINCE 1969, FRANK WILLIAMS HAS MANAGED TO WORK HIS WAY UP THE HARD WAY TO FORMULA 1, FROM THE DAYS WHEN HE WAS A SMALL PRIVATE TEAM OWNER. IN 1975, HIS NAME BECAME KNOWN AS THAT OF A CONSTRUCTOR. LATER IN 1977, ENGINEER, PATRICK HEAD, PULLED HIM OUT FROM OBSCURITY, AND THE FOLLOWING YEAR, SAUDI ARABIA WERE BACKING HIM WITH UNLIMITED SUPPLIES OF CASH. WHO NOW CAN REMEMBER THE HARD TIMES? OR WHAT ABOUT TOM BELSO OR JO VOLANTHEN? OR EVEN THE STILL-BORN POLITOYS? FRANK WILLIAMS CHANGED HIS CREDENTIALS ON HIS VISITING CARD WITH A FIRST GP VICTORY IN 1979, AND THEN WHEN ALAN JONES BECAME THE NEW 1980 WORLD CHAMPION, FOLLOWED BY KEKE ROSBERG IN 1982. A NEW PAGE WAS TURNED FOR THE 1983 KYALAMI GRAND PRIX. AFTER 15 YEARS OF LOYAL SERVICE, THE COSWORTH ENGINE WAS REPLACED BY THE TURBO HONDA. VICTORY IS STILL LOOMING IN THE AIR, BUT WILLIAMS GRAND PRIX ENGINEERING ARE STILL GOING THROUGH THE UPS AND DOWNS OF RACING. ONCE THEY GET THEMSELVES SORTED OUT, THEY'LL BE IN FOR THE FIGHT. IT'S REALLY JUST A QUESTION OF WILLPOWER.

Didier Braillon, photo archives: DPPI and Bernard Asset

Frank Williams

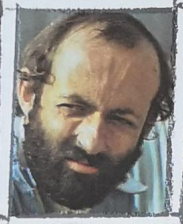
PRESS Book

Piers Courage (GB)

Henri Pescarolo/ March 711-Cosworth, Paul Ricard 71

Brian Redman (GB)

Tim Schenken (AUS)



Max Jean (F)

Carlos Pace (BR)

Nanni Galli (I)

Henri Pescarolo (F)

Tom Belso (DK)

Howden Ganley (NZ)

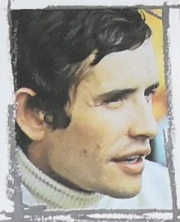
Max Jean/ March 701-Cosworth, Paul Ricard 70

Carlos Pace/ March 711-Cosworth, Monaco 72

Piers Courage/ De Tomaso 505-Cosworth, Kyalami 70

Graham McRae (NZ)

Gijs Van Lennep (NL)



Jacky Ickx (B)

Arturo Merzario (I)

Henri Pescarolo/ March 711-Cosworth, Buenos Aires 72

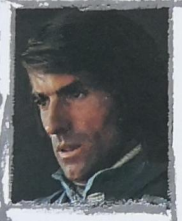
Henri Pescarolo/ Politoys-Cosworth, Brands Hatch 72

"Nanni" Galli/Iso FX 3-Cosworth, Buenos Aires 73

Jacques Laffite (F)

Tony Brise (GB)

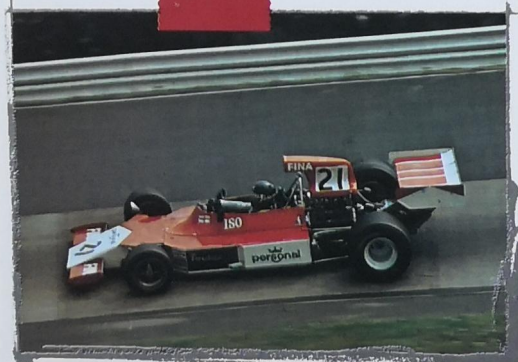
Jean-Pierre Jabouille (F)

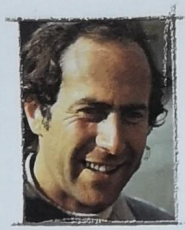


Richard Robarts (GB)

Ian Scheckter (ZA)

Jacques Laffite/Iso FW 01-Cosworth, Nürburg-ring 74





François Migault (F)

Ian Ashley (GB)

Masami Kuwashima/ Williams FW 05- Cosworth, Mont Fuji 76

Patrick Neve/ March 761B- Cosworth, Jarama 77

Jo Vonlanthen (CH)

Renzo Zorzi (I)

Lella Lombardi

Emilio Zapico (E)

Chris Amon (NZ)

Jo Vonlanthen/ Williams FW 03- Cosworth, Zeltweg 75

Jacques Laffite/ Williams FW 04- Cosworth, Monaco 75

Patrick Head

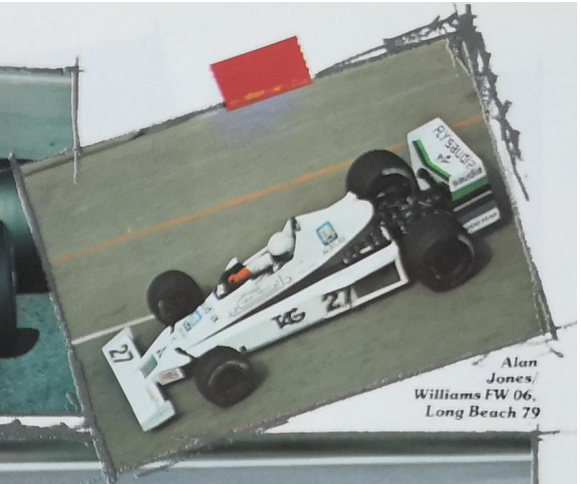
Hans Binder (A)

Warwick Brown (AUS)

Masami Kuwashima (J)

Kevin Cogan/ Williams FW 07B, Montreal 80

Rupert Keegan/ Williams FW 07B, Hockenheim 80



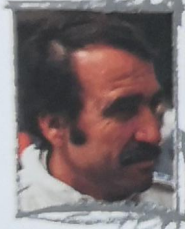
Alan Jones/ Williams FW 06, Long Beach 79

Alan Jones (AUS)

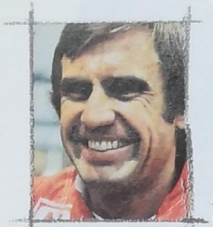
Patrick Neve (B)

Loris Kessel (CH)

"Clay" Regazzoni (CH)



Carlos Reutemann/ Williams FW 07B, Buenos Aires 80



Carlos Reutemann (ARG)

Rupert Keegan (GB)

Desire Wilson (ZA)

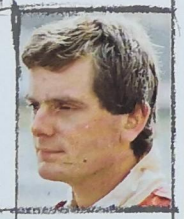
Keke Rosberg (SF)

Kevin Cogan (USA)

Geoff Lees (GB)

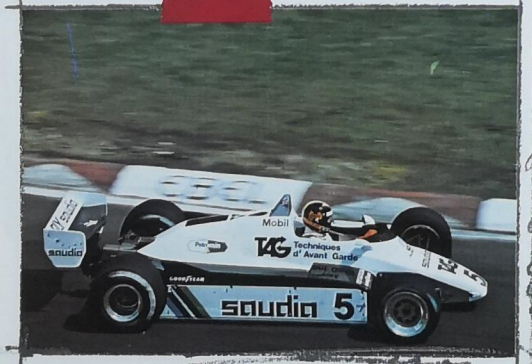
Mario Andretti (USA)

Derek Daly (IRL)



Jonathan Palmer (GB)

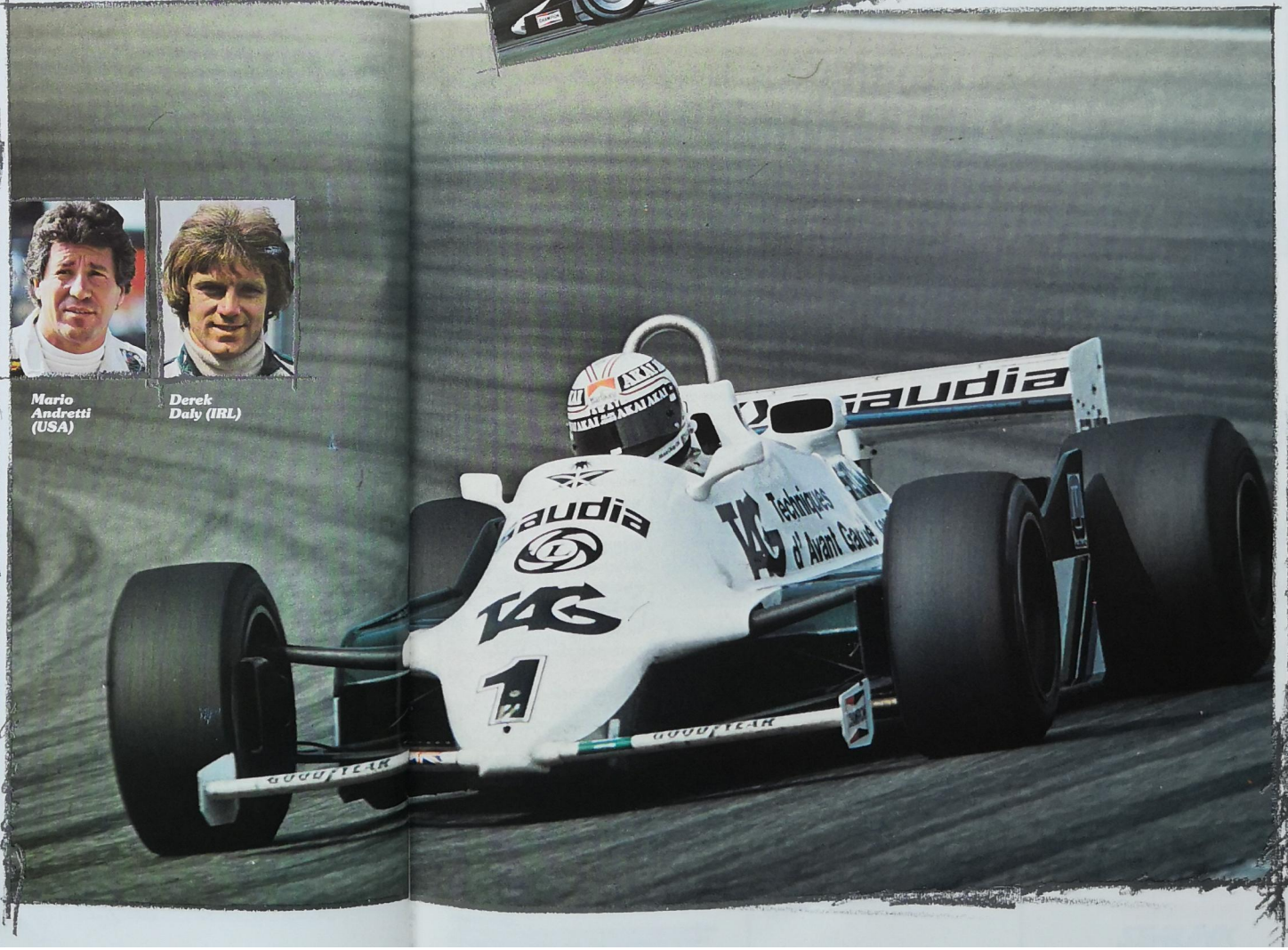
Derek Daly/ Williams FW 08- Cosworth, Imola 82



Keke Rosberg/ Williams FW 09- Honda, Kyalami 84

Keke Rosberg/ Williams FW 08C- Cosworth, Zeltweg 83

Alan Jones/ Williams FW 07C- Cosworth, Zandvoort 81



WORLD CHAMPIONSHIPS/ CHAMPIONNATS DU MONDE/ CAMPIONATI DEL MONDO

1969 : Courage P08/16 pts.
1971 : Pescarolo P16/04 pts.
1972 : Pace P16/03 pts.
1973 : Van Lennep P19/01 pt.
Ganley P19/01 pt.
1974 : Merzario P17/04 pts.
1975 : Laffite P12/06 pts.
1978 : Jones P11/11 pts.
1979 : Jones P03/40 pts,
Regazzoni P05/29 pts.
1980 : Jones P01/67 pts,
Reutemann P03/42 pts.
1981 : Reutemann P02/49 pts,
Jones P03/46 pts.
1982 : Rosberg P01/44 pts,
Daly P13/08 pts.
1983 : Rosberg P05/27 pts,
Laffite P11/11 pts.

P01 : 1st in race/1er en course/ 1. in corsa.
--- : Retired in race/ Abandon en course/ Ritirato in corsa.
N.Q. : Did not qualify/Non qualifié/ Non qualificati.
DNS : Did not start/ Forfait en course Forfait in corsa.
DIS : Disqualified/Disqualifié/ Squalificato.
N.C. : Not classed/Non classé/ Non classificati.
FOR : Entry withdrawn/Non engagé/ Non iscritto.
(*) : Private team/Ecurie privée/ Scuderia privata.

MONTJUICH 69	Courage	---
MONACO 69	Courage	P07
ZANDVOORT 69	Courage	---
CHARADE 69	Courage	---
SILVERSTONE 69	Courage	P05
NÜRBURGRING 69	Courage	---
MONZA 69	Courage	P05
MOSPORT 69	Courage	---
WATKINS GLEN 69	Courage	P02
MEXICO 69	Courage	P10
KYALAMI 70	Courage	---
JARAMA 70	Courage	DNS
MONACO 70	Courage	N.C.
SPA 70	Courage	---
ZANDVOORT 70	Courage	---
BRANDS HATCH 70	Redman	DNS
HOCKENHEIM 70	Redman	N.Q.
ZELTWEG 70	Schenken	---
MONZA 70	Schenken	---
MONT-TREMBLANT 70	Schenken	---
WATKINS GLEN 70	Schenken	---
MEXICO 70	Schenken	FOR
KYALAMI 71	Pescarolo	P11
MONTJUICH 71	Pescarolo	---
MONACO 71	Pescarolo	P08
ZANDVOORT 71	Pescarolo	---
PAUL RICARD 71	Pescarolo	---
	Jean	---
SILVERSTONE 71	Pescarolo	P04
NÜRBURGRING 71	Pescarolo	---
ZELTWEG 71	Pescarolo	P06
MONZA 71	Pescarolo	---
MOSPORT 71	Pescarolo	DNS
WATKINS GLEN 71	Pescarolo	---
BUENOS AIRES 72	Pescarolo	P08
KYALAMI 72	Pescarolo	P11
	Pace	P17
JARAMA 72	Pescarolo	P11
	Pace	P06
MONACO 72	Pescarolo	---
	Pace	P17
NIVELLES 72	Pescarolo	P16
	Pace	P05
CHARADE 72	Pescarolo	DNS
	Pace	---
BRANDS HATCH 72	Pescarolo	---
	Pace	---
NÜRBURGRING 72	Pescarolo	---
	Pace	N.C.
ZELTWEG 72	Pescarolo	DNS
	Pace	N.C.
MONZA 72	Pescarolo	N.Q.
	Pace	---
MOSPORT 72	Pescarolo	P13
	Pace	P09
WATKINS GLEN 72	Pescarolo	P14
	Pace	P20
BUENOS AIRES	Galli	---
	Ganley	N.C.
INTERLAGOS 73	Galli	P09
	Ganley	P07
KYALAMI 73	Pretorius	---
	Ganley	P10
MONTJUICH 73	Galli	P11
	Ganley	---
ZOLDER 73	Galli	---
	Ganley	---
MONACO 73	Galli	---
	Ganley	---
ANDERSTORP 73	Belso	N.Q.
	Ganley	P11
PAUL RICARD 73	Pescarolo	---
	Ganley	P14
SILVERSTONE 73	McRae	---
	Ganley	P09
ZANDVOORT 73	Van Lennep	P06
	Ganley	P09
NÜRBURGRING 73	Pescarolo	P10
	Ganley	DNS
ZELTWEG 73	Van Lennep	P09
	Ganley	N.C.
MONZA 73	Van Lennep	---
	Ganley	N.C.
MOSPORT 73	Schenken	---
	Ganley	P06
WATKINS GLEN 73	Ickx	P07
	Ganley	P12
BUENOS AIRES 74	Merzario	---
INTERLAGOS 74	Merzario	---
KYALAMI 74	Merzario	P06
	Belso	---
JARAMA 74	Merzario	---
	Belso	N.Q.
NIVELLES 74	Merzario	---
	Van Lennep	P14
MONACO 74	Merzario	---
	Van Lennep	---
ANDERSTORP 74	Roberts	DNS
	Belso	P08
ZANDVOORT 74	Merzario	---
	Van Lennep	N.Q.
DIJON 74	Merzario	P09
	Jabouille	N.Q.
BRANDS HATCH 74	Merzario	---
	Belso	N.Q.
NÜRBURGRING 74	Merzario	---
	Laffite	---
ZELTWEG 74	Merzario	---
	Laffite	N.C.
MONZA 74	Merzario	P04
	Laffite	---
MOSPORT 74	Merzario	---
	Laffite	P15
WATKINS GLEN 74	Merzario	---
	Laffite	---
BUENOS AIRES 75	Merzario	N.C.
	Laffite	---
INTERLAGOS 75	Merzario	---
	Laffite	P11
KYALAMI 75	Merzario	---
	Laffite	N.C.
MONTJUICH 75	Merzario	---
	Brise	P07
MONACO 75	Merzario	N.Q.
	Laffite	N.Q.
ZOLDER 75	Merzario	---
	Laffite	---
ANDERSTORP 75	I. Scheckter	---
	Magee	P11
ZANDVOORT 75	I. Scheckter	P12
	Laffite	---
PAUL RICARD 75	Migault	DNS
	Laffite	P11
SILVERSTONE 75	Laffite	---
NÜRBURGRING 75	Ashley	DNS
	Laffite	P02
ZELTWEG 75	Vonlanthen	P18
	Laffite	---
MONZA 75	Zorzi	P14
	Laffite	---
WATKINS GLEN 75	Lombardi	DNS
	Laffite	DNS
INTERLAGOS 76	Ickx	P08
	Zorzi	P09
KYALAMI 76	Ickx	P16
	Leclère	P13
LONG BEACH 76	Ickx	N.Q.
	Leclère	N.Q.
JARAMA 76	Ickx	P07
	Leclère	P09
	Zapico	N.Q.
ZOLDER 76	Ickx	N.Q.
	Leclère	P11
MONACO 76	Ickx	N.Q.
	Leclère	P11
ANDERSTORP 76	Ickx	FOR
	Leclère	---
PAUL RICARD 76	Ickx	P09
	Leclère	P12
BRANDS HATCH 76	Ickx	N.Q.
NÜRBURGRING 76	Merzario	---
ZELTWEG 76	Merzario	---
ZANDVOORT 76	Merzario	---
MONZA 76	Merzario	N.Q.
MOSPORT 76	Merzario	---
	Amon	---
WATKINS GLEN 76	Merzario	---
	Brown	P14
MONT FUJI 76	Merzario	---
	Binder	---
	Kuwashima	DNS
JARAMA 77	Neve	P17
ZOLDER 77	Neve	P10
ANDERSTORP 77	Neve	P15
DIJON 77	Neve	N.Q.
SILVERSTONE 77	Neve	P10
HOCKENHEIM 77	Neve	N.Q.
ZELTWEG 77	Neve	P09
ZANDVOORT 77	Neve	N.Q.
MONZA 77	Neve	P07
	Kessel(*)	N.Q.
WATKINS GLEN 77	Neve	P18
MOSPORT 77	Neve	---
BUENOS AIRES 78	Jones	---
RIO 78	Jones	P11
KYALAMI 78	Jones	P04
LONG BEACH 78	Jones	P07
MONACO 78	Jones	---
ZOLDER 78	Jones	P10
JARAMA 78	Jones	P08
ANDERSTORP 78	Jones	---
PAUL RICARD 78	Jones	P05
BRANDS HATCH 78	Jones	---
HOCKENHEIM 78	Jones	---
ZELTWEG 78	Jones	---
ZANDVOORT 78	Jones	---
MONZA 78	Jones	P13
WATKINS GLEN 78	Jones	P02
MONTRÉAL 78	Jones	P09
BUENOS AIRES 79	Jones	P09
	Regazzoni	P10
INTERLAGOS 79	Jones	---
	Regazzoni	P15
KYALAMI 79	Jones	---
	Regazzoni	P09
LONG BEACH 79	Jones	P03
	Regazzoni	---
JARAMA 79	Jones	---
	Regazzoni	---
ZOLDER 79	Jones	---
	Regazzoni	---
MONACO 79	Jones	---
	Regazzoni	P02
DIJON 79	Jones	P04
	Regazzoni	P06
SILVERSTONE 79	Jones	---
	Regazzoni	P01
HOCKENHEIM 79	Jones	P01
	Regazzoni	P02
ZELTWEG 79	Jones	P01
	Regazzoni	P05
ZANDVOORT 79	Jones	P01
	Regazzoni	---
MONZA 79	Jones	P09
	Regazzoni	P03
MONTRÉAL 79	Jones	P01
	Regazzoni	P03
WATKINS GLEN 79	Jones	---
	Regazzoni	---
BUENOS AIRES 80	Jones	P01
	Reutemann	---
INTERLAGOS 80	Jones	P03
	Reutemann	---
KYALAMI 80	Jones	---
	Reutemann	P05
LONG BEACH 80	Jones	---
	Reutemann	---
ZOLDER 80	Jones	P07
	Reutemann	P03
MONACO 80	Jones	---
	Reutemann	P01
PAUL RICARD 80	Jones	P01
	Reutemann	P06
BRANDS HATCH 80	Jones	P01
	Reutemann	P03
	Keegan(*)	P11
HOCKENHEIM 80	Wilson(*)	N.Q.
	Jones	P03
	Reutemann	P02
ZELTWEG 80	Keegan(*)	N.Q.
	Jones	P07
	Reutemann	P03
ZANDVOORT 80	Keegan(*)	P15
	Jones	P11
	Reutemann	P04
IMOLA 80	Keegan(*)	N.Q.
	Jones	P02
	Reutemann	P03
MONTRÉAL 80	Keegan(*)	P11
	Jones	P01
	Reutemann	P02
WATKINS GLEN 80	Keegan(*)	N.Q.
	Cogan	N.Q.
	Jones	P01
	Reutemann	P02
	Keegan(*)	P09
LONG BEACH 81	Lees(*)	N.Q.
	Jones	P01
	Reutemann	P02
RIO 81	Jones	P02
	Reutemann	P01
BUENOS AIRES 81	Jones	P04
	Reutemann	P02
IMOLA 81	Jones	P12
	Reutemann	P03
ZOLDER 81	Jones	---
	Reutemann	P01
MONACO 81	Jones	P02
	Reutemann	---
JARAMA 81	Jones	P07
	Reutemann	P04
DIJON 81	Jones	P17
	Reutemann	P10
SILVERSTONE 81	Jones	---
	Reutemann	P02
HOCKENHEIM 81	Jones	P11
	Reutemann	---
ZELTWEG 81	Jones	P04
	Reutemann	P05
ZANDVOORT 81	Jones	P03
	Reutemann	---
MONZA 81	Jones	P02
	Reutemann	P03
MONTRÉAL 81	Jones	---
	Reutemann	P10
LAS VEGAS 81	Jones	P01
	Reutemann	P08
KYALAMI 82	Reutemann	P02
	Rosberg	P05
RIO 82	Reutemann	---
	Rosberg	DIS
LONG BEACH 82	Andretti	---
	Rosberg	P02
IMOLA 82	Daly	FOR
	Rosberg	FOR
ZOLDER 82	Daly	---
	Rosberg	P02
MONACO 82	Daly	P06
	Rosberg	---
DETROIT 82	Daly	P05
	Rosberg	P04
MONTRÉAL 82	Daly	P07
	Rosberg	---
ZANDVOORT 82	Daly	P05
	Rosberg	P03
BRANDS HATCH 82	Daly	P05
	Rosberg	---
PAUL RICARD 82	Daly	P07
	Rosberg	P05
HOCKENHEIM 82	Daly	---
	Rosberg	P03
ZELTWEG 82	Daly	---
	Rosberg	P02
DIJON 82	Daly	P09
	Rosberg	P01
MONZA 82	Daly	---
	Rosberg	P08
LAS VEGAS 82	Daly	P06
	Rosberg	P05
RIO 83	Rosberg	DIS
	Laffite	---
LONG BEACH 83	Rosberg	P04
	Laffite	P05
PAUL RICARD 83	Laffite	P06
	Rosberg	P04
IMOLA 83	Laffite	P07
	Rosberg	P01
MONACO 83	Laffite	---
	Rosberg	P05
SPA 83	Laffite	P06
	Rosberg	P02
DETROIT 83	Laffite	P05
	Rosberg	P04
MONTRÉAL 83	Laffite	---
	Rosberg	P11
SILVERSTONE 83	Laffite	P12
	Rosberg	P10
HOCKENHEIM 83	Laffite	P06
	Rosberg	P08
ZELTWEG 83	Laffite	---
	Rosberg	---
ZANDVOORT 83	Laffite	---
	Rosberg	P11
MONZA 83	Laffite	N.Q.
	Rosberg	---
BRANDS HATCH 83	Laffite	---
	Palmer	N.Q.
KYALAMI 83	Rosberg	P13
	Laffite	P05
RIO 84	Rosberg	---
	Laffite	P02
KYALAMI 84	Rosberg	---
	Laffite	---
ZOLDER 84	Rosberg	P04
	Laffite	---
IMOLA 84	Rosberg	---
	Laffite	---
DIJON 84	Rosberg	P06
	Laffite	P08
MONACO 84	Rosberg	---
	Laffite	P09
MONTRÉAL 84	Rosberg	---
	Laffite	---
DETROIT 84	Rosberg	---
	Laffite	P06

BE A Silverstone Champion

WINNERS PRIZE DRAW WITH SEALINK

12 Invitations to race round Silverstone can be won.

50 Runners up prizes of quality Rally Clothing.

Every entrant gets: **£15 OFF a Sealink Car Booking.**
Plus **FREE 200 Rothmans King Size Cigarettes from any Sealink Duty Free Shop on British Ships.**

Sealink offer you the chance to be a racing driver in an action packed day at Silverstone on the British Grand Prix circuit. Derek Bell and Henri Toivonen will introduce you to the thrills of the Le Mans winning Porsche 956 and the Porsche 911SC Rally Car. Experience for yourself the excitement of learning to drive this famous British Grand Prix circuit.

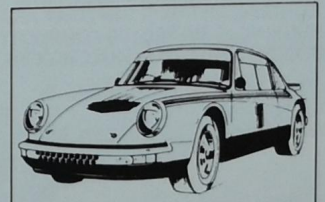
ENTRY FORM

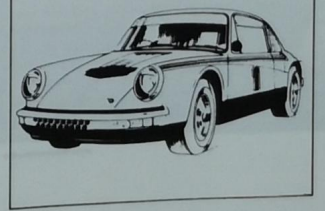
How to enter: Here are two drawings of the fabulous Porsche 911SC Rally Car. All you have to do is circle the 6 differences between the 2 drawings clearly in ink and send your completed entry to:
Sealink Prize Draw, PO Box 51, Burnley, Lancs. B11 1BR.

Every entrant will receive a £15 Sealink Car Booking discount voucher with a special Sealink Booking form and instructions, plus a voucher for 200 free Rothmans King Size cigarettes redeemable at any Sealink Duty Free Shop on British Ships.

All correct entries will be placed in a prize draw on September 18th 1984, and winners will be notified by post. The race day will take place in October 1984.

Closing date: 17th September 1984.





Conditions of Entry
1. Only one entry per household. Entry is open to all UK residents over the age of 18, other than employees of Sealink, Grand Prix International, Rothmans international or anyone connected with this competition.
2. There are no cash alternatives to the prizes.
3. No proofs of purchase are required for entry.
4. Closing date for receipt of entries is 17/9/84. No responsibility will be accepted by the organisers for entries which are lost, delayed or damaged in the post, which are illegible or arrive after the closing date.
5. The judges decision on the differences between the two cars will be final and no correspondence will be entered into.
6. Correct entries will be placed in a prize draw to take place on 18/9/84. Prizes will be awarded to those correct entries drawn out sequentially. All winners will be notified by post. A list of winners will be available on receipt of a stamped addressed envelope to the competition address.
7. Allow 28 days for delivery.
8. The race day will take place in October 1984 on a date to be fixed by the Judges and no responsibility for winners ability to attend can be taken by Sealink, Rothmans International, Grand Prix International nor their agents.
9. All entrants will receive a £15 Discount Voucher for a Sealink Car booking to Continental or Irish ports plus a voucher for 200 Rothmans King Size cigarettes free from any Sealink Duty Free Shop on British Ships.
10. It is a condition of entry that these rules are accepted as final and that competitors agree to abide by the rules.

NAME
NO. ROAD
TOWN
COUNTY POST CODE

SEALINK

SCHOOLING

DETROIT, SUNDAY MORNING. SECOND FASTEST TIME IN WARM-UP FOR STEFAN BELLOF. SANDWICHED BETWEEN THE TWO FERRARIS, GIVES MATTER TO BE PONDERED OVER. WAS HIS TANK FULL? WAS HE ON RACING TYRES? YES, REPLIES THE YOUNG GERMAN DRIVER. HE HAD TO SAY SOMETHING OR HE WOULD HAVE LOOKED STUPID. OUT LOUD, I CONCLUDED THAT HIS SINGLE SEATER MUST BE PERFECTLY SET UP. KEN TYRRELL DOESN'T SEEM TO BE INTERESTED IN CONTINUING THIS CONVERSATION AND COMES TO MY RESCUE: "YES, IT'S TRUE THAT'S A TYRRELL'S ALWAYS PERFECT. LOOK AT YOUR CONTRACT STEFAN, IT'S IN BLACK AND WHITE." THEY BOTH BURST OUT LAUGHING. A SURPRISING COMPLICITY HAS BUILT UP BETWEEN THE TEACHER AND HIS PUPIL OVER THREE MONTHS.

by Didier Braillon

Stefan Bellof was not high up on Ken Tyrrells's list of possible drivers. That was last winter. He had little money and was thinking about other things.

"Willi Maurer had been continually ringing me for several weeks. He wouldn't stop asking me to give Stefan a ride. And I kept on saying the same thing - that I didn't have a sponsor. I had by then included Martin Brundle in the team and I was aiming at going all British "Racing for Britain", or something like that. I thought it was the best way to get British sponsorship. It didn't work out. One day we were testing at the Ricard and Stefan arrived on the scene with Maurer. They just came. Tourists, come to admire the view. Maurer quickly asked me to give him a run. I was forced into it really. We had a testing programme to complete and we were already behind schedule. I promised that if there was time I'd try and fit him in. We finished on time so we put him in the car and he did about 15 or 20 laps. He was very good. I was out on the track watching him. And I could see that he got stuck into it straight away. He wasn't afraid of the car."

→

"Stefan Bellof is made for Formula One," said Derek Bell last year. Quite rightly. (photos Bernard Asset)

Stefan Bellof remembers one thing about that winter's day: *"I was faster thant Martin."* Competition between himself and Brundle was already in the air. His Rothmans Porsche Endurance co-driver, Derek Bell said last year that this young man was made to race in Formula 1. But he only just managed to scrape into F1. *"When I went down to the Ricard, I knew it was my last chance. I was meant to go to Arrows previously through BMW. The hitch was that I had to sign a contract with BMW. As I already had a Porsche*

"WE CAN'T TAKE ADVANTAGE OF OUR TRIPS ABROAD, WE HAVE TO STAY IN IMPERSONAL HOTEL ROOMS. THAT'S THE PRICE OF RAME."

contract, I didn't want to change my decision."

Ken Tyrrell had proclaimed rather carelessly that Martin Brundle was a new Jackie Sterwart. In the heat of the fire at Rio, he didn't hear the end of it. Stefan Bellof was easily as good as the young British champ. So he had two Stewarts to contend with.

"That's not quite true", Ken corrects me rather seriously. *"Stefan and Martin are very different. Martin is a clean driver, and has the same style as Jackie Stewart. Bellot reminds me more of Rindt. You could say he's like a young Stewart with a bit of young Rindt. Yes, he is aggressive, but you have to be. If you want to become a racing driver then you have to aggressive. All racing drivers that are good, are aggressive. No exceptions."*

Another flattering comparison, and a daring compliment. But Stefan Bellof won't have to be changing his helmet for a larger one straight away. Anecdote: Canada. On the Red River, settled in clusters of eight in rubber rafts which the somewhat judicious paddle strokes try to keep in the middle of the rapids. Ayrton Senna and Stefan Bellof are on the same team. The dunces of our small class are regularly drenched in buckets of water or thrown overboard as soon as their backs are turned. Ayrton takes in the scene in silence. Stefan is much more outward going. He was *"screamin' wiv lufta"*, as my land lady would say. He' got a hearty infectious laugh. In 10 years on the F1 circuits, I've never seen anyone laugh as much. I've seen tight lipped smiles, I've seen sneers, but I have never come across such expansive demonstrations of happiness. If you could only talk to him and listen to what he has to say, Stefan can tell you of the frustrations of being a driver. When he got his first point at Zolder, he was cursing the turbos. After Monaco, Montreal or Detroit where he gave us a show of his talents, but his feetings haven't changed.

"In the straights they really show how much faster they are. 900 bhp for practice and 700 for the race. At its best the Cosworth delivers 520 maximum. Overtaking is a harrowing experience. The only possible place is at braking. Sometimes it's possible when accelerating as you come out of the slow turns. Martin and I are always hearing the same story; that during the race we are both flat out whereas the turbos aren't. It's not true. If you study the times, you can see that they are flat out for three quarters of the race distance and then they slow down to save on fuel. However, by that time we might be wo or three laps behind the leaders. Anyway, it's good practice. I'm gaining in experience, and I'm learning how to overtake in difficult situations. I'll be able to make use of it the day Mr. Tyrrell gets himself a turbo."

We're now in room 1719 at the Westin Hotel, Detroit. It's an ugly place, a conglomerate of skyscrapers with no doors or windows. A golden prison of sorts. On Saturday evening there was a storm, and nobody had even realised. The windows are made of smoked glass, and its air-conditionned. *"I arrived on Monday, the day after the Montreal GP,"* Stefan says, *"and I was bored stiff. The only thing that you can do here is to wait around. But that's F1 life. We can't take advantage of our trips abroad, we have to stay in impersonal hotel rooms. That's probably the price of fame. I wanted to go fishing in the Laurentides, but I couldn't."*

The Rothmans overalls are hanging up facing the sun which has been extinguished by the smoked windows. Clothes and personal belongings are littered over the armchair and the carpet. Bellof's room is more like a flea market, a clean one, but a flea market all the same. It's most unusual for a German. You would think that he was one of the "bad boys" come to ransack the place, pulling out drawers and checking the walls behind the pictures. This kind of thing in Westin is highly probable. On the TV, an American constructor is boasting about his 'pick-up' truck range. He's using "Sugar" Ray Leonard, the boxer, as his intermediary. *"Just look at his arms!"*. Stefan is taken aback. And of course he bursts

STEFAN EXPLAINS HE'S A PROFESSIONAL RACING DRIVER, "AND I'M HENRY FORD" QUIPS THE DOOR MAN.

out laughing. The former prodigal son is an athelete after all. He often goes to his bodybuilding club at Giessen near his family home. He loves football. He's also very good. As we went down the Red River, he was standing his hands in his pockets wearing green and white check trousers and yellow poloneck sweater. *"He seems to do everything with elegance,"* says Ken Tyrell. *"He always does exactly what you ask him to do. Like when a decision has to made by the team manager, he doesn't panic. He doesn't say, 'shall we put those tyres on, or those'. He turns to me or someone else in the team and gets on with it. He doesn't get excited. He seems to accept that we are capable of making the sorts of decisions teams ought to make. I've never heard him to be critical of anything we have done. Of course, it's early; he's only in his first year. I said to him in Rio,*

There aren't that many Germans in Formula One. Ken Tyrrell was wary at the start. Did he have any grounds? (photo Bernard Asset)

"900 horsepower in practice, 700 during the race for the turbos. We have 520. A good apprenticeship." (photo DPPI)

I wanted him to be a hero... but at Fuengirola. At the end of the year. Then I said to him before Monaco, if you have no mechanical problems and you keep out of trouble, you'll be a hero. He said, 'I thought I had to wait until Fuengirola'. He's got very good manners. He comes in, says good morning to everyone, he bows in that German way; he's well spoken and intelligent."

Bellof gave real proof of his intelligence at Monaco. He goes over his race at though it were a film. The words just flow along, as though he'd learned it all by heart. *"At the start, I was feeling calm. I was on the last row of the grid, nothing to get alarmed about. I was 20th when I got to the Sainte Dévote turn and 16th as I came out. Tambay and Warwick were already out of the race. Patrese and de Angelise were blocked off, and I got past Cecotto and Ghinzani going up the hill. I overtook de Cesaris and Rosberg under the tunnel. I got Arnoux at Mirabeau. I finished 3rd due to all the breakdowns. Everybody had wet tyres, we were fighting with equal weapons. It was a normal race. When the rain started pouring down even harder, huge pools of water formed on the track. I think that the racing officials were right to bring out the red flag, but they shouldn't have brought out the chequered flag at the same time. We could have had a second start..."*
Stefan knows Monaco, he lives there now. Just like Patrese, de Angelis, Alboreto and a few others. He has a small flat in the Avenue de la Costa. This brings him closer to the sun and Nice Airport, Italy and Prestige Promotion - which he pronounces 'Prestiche Promotzion' - the Monegasque group that looks after his interests, thereby allowing him to

"A FORMULA 1 DRIVER NEVER HAS ANY FRIENDS. NEVER."

escape out on having to pay taxes. In Germany they were taxing him 58 %.
"A Formula 1 driver's career usually lasts for about 10 years. We don't retire at 50 or 60. When we hang up our overalls the problem is often what to do next. It's therefore a good idea to think ahead and to invest a little."
It seems odd to hear this 26 year old (looking much younger than his age) talking about financial matters. Anecdote No 2. Westin with its smoked windows again. One evening, early on during the week, Stefan is bored. He looks through the brochures in his room and finds and advertisement for a disco. After all, why not ? He made a good start, the ugly-mug door man wouldn't let him in. He's under age. Stefan tells the door man his real age, who won't even believe that he is a professional driver, quipping, *"And I'm Henry Ford"*. He wasn't going to have to go back and get his papers surely ! Luckily, Nigel Mansell, who always makes a striking impression with his moustache, just happened to be passing. He took him by the hand and in they went. Children under age were allowed in accompanied by their parents ! Bellof and Mansell in a disco. Bellof and Senna on a raft. Two GP drivers stogether, something that doesn't often happen. The profession is essentially one for selfish people. *"A Formula 1 driver never has any friends. You can talk about all sorts of things with many people, but it's never anything meaningful. Each of us are obsessed by the car and its problems. Money's been invested. There are the sponsors. It is a very exacting job. The only time you see all 26 drivers together at the same time is at the briefing. I think it's a shame, but there's nothing that I can do about it. F1 is at the top. We have a hard enough time just getting there. So once you get there you don't just go around opening your mouth. It's not as though Tambay, Mansell, Lauda, and of course Brundle weren't easy to talk to..."*
So we're coming back to Martin Brundle. Second at the Detroit Grand Prix. His alter ego, his opponent and his team-mate. He was second at the race: if only Stefan hadn't come off the track he could well have won: *"We are working towards the same goal. We swop information on the technical side,*

KEN TYRELL: "STEFAN BELLOF REMINDS ME MORE OF JOCHEN RINDT."

but in the end, it's each man to himself. That's how it should be. At Rio, Martin was always ahead of me; he'd done the preliminary testing. He already knew the team and the car. I was still making my way along. Later, I was nearly always in front. Not very far ahead, but ahead. That's the main point. Usually our times are very similar during practice, but my race times are better than his. In practice, it's my doing. At the moment I have trouble with the qualifying tyres. When Martin uses them, he betters his times by half a second. Whereas the opposite happens to me. That's where I should try to improve. In the meanwhile, I console myself by saying that the race is more important than practice. What's better proof than winning points ? With that in mind, it was Martin who faired better than I did at Montreal and Detroit in the end. I had problems and he was spared them. It was his turn to put on a good show and this is the best way."
Always so polite, Bellof's boss and team manager is neither *"Ken Tyrrell"* or *"Uncle Ken"* but, *"Mr. Ken Tyrrell"*. He is the only man to have made an impression on several gererations of drivers. Not him, at least, not really. *"May be, may be not"*. This German might have been born a Norman. *"The first time I met Mr. Tyrrell, I was delighted. He's Jody Scheckter, Michele Alboreto, Jackie Stewart, François Cevert and others, all rolled into one. I must admit that I may have been rather intimidated. I would have liked to have known what he was thinking. I never felt lost for words. I've learnt a lot in three months. Not just on the driver's behavior, because my season with the works Porsche team gave sound grounding. Rather, I learnt more from the technical and psychological point of view. Mr. Tyrrell is an easy sort of person to talk to, and we sometimes talk about things that have nothing to do with auto sport."*
Being able to talk about other subjects and not just racing, isn't that the ultimate proof of intelligence? □

IN FROM THE OUTSIDE

No victories when he drove for Arrows. (Photo DPPI).

WITH MORE THAN SEVEN YEARS OF EXPERIENCE IN FORMULA 1 BEHIND HIM, ONE OF THE WORLD'S MOST GIFTED DRIVERS HAS ONLY TWO GRAND PRIX SUCCESSES TO HIS CREDIT. DID RICCARDO PATRESE, DARKLY HANDSOME AND ALWAYS SO SILENT, BURN HIS CHANCES OF BEING A CHAMPION AGAIN WHEN HE LEFT BRABHAM? IN A NEW KIND OF GPI PROFILE, WE STUDY THE MAN THROUGH THE EYES OF PEOPLE WHO HAVE KNOWN HIM AS A DRIVER AND A HUMAN BEING.

by Mike Doodson

It's hard being the man the F1 crowds love to hate. That's Patrese's fate. (Photo Bernard Asset).

Every spot has its mal-aimé, the man or woman that the public loves to hate. It may be because he wins too easily, like some of those east European athletes of indeterminate sex who dean up the women's events, or it may be because he loses badly, like tennis star John McEnroe. In Formula 1, the mal-aimé is Riccardo Patrese. Unlike McEnroe, Riccardo is not openly antagonistic towards the press, but in seven years as a Grand Prix driver he has done nothing to attract journalistic, sympathy towards himself. In the pit lane, most other drivers give you at least a friendly grin. From Riccardo, regardless of the circumstances, you get a glance that goes right through you.

For this article I spoke to people who know Riccardo a little more closely than the average pressman. I was expecting to find that most of them were severe critics, unwilling to be quoted directly. It was a pleasant surprise to discover that this quiet and handsome young man from Padua has made far more friends than enemies during his seven seasons as a Formula 1 driver. If any of my informants requested anonymity, it was to protect himself from his team manager, not from Riccardo personally.

Nevertheless, the fact remains that Riccardo Patrese has won only two world championship F1 races in the span of seven years. That's not many when you look back on the ease with which he racked up successes in F3 and F2. *"Hugely talented"* was the reputation which he brought to the Shadow team in 1977, and nothing has happened to reduce that stock of ability in the intervening years.

On the record, Arrows team manager Alan Rees, describes Riccardo as *"very fast and also a nice person"*. Having been a fine F2 driver himself, as team-mate to the late Jochen Rindt with the Winkelman Team in the late 60s, Rees

Witnesses: Alan Rees, Eddie Cheever and Nelson Piquet. Today he drives an Alfa. What about tomorrow? (Photo DPPI).

knew what he was doing when, with Jack Oliver, he decided to approach Riccardo to join the Shadow team as the replacement for a rather less talented Italian before the Monaco GP of 1977.

Rees will always be grateful to Riccardo for the loyalty which he showed when he agreed to follow the ex-Shadow personnel, led by Oliver and designer Tony Southgate, who split away from Shadow to form the Arrows team at the beginning of 1978. *"If you remember, Riccardo led the second race we did, in South Africa, until something broke on the car. But that was all the ecouragement we needed at the time."*

The man who acted as the intermediary between Oliver and Patrese at the beginning was Giogio Piola, the Italian journalist and artist whose work appears regularly in GPI. Piola has

ALAN REES DESCRIBES RICCARDO AS "VERY FAST AND ALSO A NICE PERSON".

a theory about Patrese which may have some bearing on his lack of racing success: *"Sometimes I think that Riccardo is really unlucky, but I also think and this is a personal idea — that perhaps he wants to win too much. If he could win more he would be much more relaxed."*

For the first three seasons with Arrows, however, there was to be nothing but frustation for Patrese. First there was the sensational legal case in which Don Nichols, the founder and owner of Shadow, proved that the first Arrows had been plagiarized from designs that rightfully belonged to Shadow. There was a succession of cars that were either too hastily designed or too advanced technically to have any chance of winning races. It wasn't until the Long Beach GP early in 1981 that Riccardo was back in a car that had a fair chance of winning.

Last year he didn't finish many races with us, and some of the things that happened to him could have happened to Piquet's car.

As a team driver he was someone who always drove fast in every race: you always knew he was on the limit. From an engineer's point of view he always gave us very good information about how the car was behaving. Nelson is different, because he's been with us for such a long time now that he actually makes suggestions about how we can improve the car.

One of his failings, as an Italian, was that he was under too much pressure from his national press. I think it was a pity for his career that he went to an Italian team, because I firmly believe that a driver like Riccardo benefits from being with a British team like ours. And speaking personally, I would have been happy to have had him with us for another year."

While the typewritten list of car failures did nothing to raise Riccardo's standing as far as Ecclestone was concerned it might have been forgotten if it hadn't been for an incident in September '83 at Monza, a race which Nelson had to win if he was to keep alive his chances of snatching the world championship out of Alain Prost's grasp. Let Nelson describe it...

"Riccardo was always very honest with me. Before the race at Monza he came to see me and told me that he was going to try to win. 'It's the Italian GP, my home race, and I really need to win here,' he said 'even if it affects your chances of getting the world championship.' I thanked him for telling me and he asked me if I thought he should go and tell Bernie what he had just said. So I said yes, that would probably be the best thing.

So Riccardo went straight to Bernie and told him incredible... and sure enough, Riccardo took the lead, but blew up his engine almost immediately. I don't think that Bernie would ever be able to forgive him for that..."

In spite of the long string of mechanical failures, the mechanics who have worked for Riccardo over the years have fond memories of him. When he left Arrows he invited the entire Arrows team of mechanics to join him for dinner, and he did exactly the same for the Brabham boys earlier this year, when he had already joined Alfa Romeo.

"Mind you," an Arrows man remembers, *"he was a few little obsessions. He hates his car to handle differently in left-hand and right-hand corners, so he insists on the corner weights being checked all the time."*

A Brabham mechanic confirms this, and suggests that Riccardo probably causes himself more confusion than satisfaction in his search for perfectly symmetrical corner weights. *"Still, for us, the mechanics, he was a nice guy."* He adds: *"He's quick and he usually keeps it on the road. He also adapted very quickly to the British sense of humour after we played a trick on him the first time he came testing with us. The first night he hung up his fireproof underwear in the garage, so we took it down and hung up some burned rags in its place for him to find the next day. He liked the joke, and we liked him for laughing along with us."*

"TALKING WITH HIM ABOUT HIS TRAINS IS LIKE TALKING TO GORDON MURRAY ABOUT WINES OR MOTORBIKES."

When Ronnie Peterson was killed in a first lap accident at Monza, however, the feelings towards Riccardo Patrese had been much more sombre. It was finally established officially that the main cause of the accident had been the decision of the starter to release the grid before all the competitors had come to a complete halt after their parade lap. But at the time there were several fingers pointed at Riccardo, who made a suspiciously rapid start which took him over the white guide line of the right hand side on the track before cutting back into the tightly-bunched He started that race from pole position and led comfortably until a piece of rubber sponge blocked the fuel pick-up pipe and stopped the engine dead. A setback like that can happen to anyone, but not everyone would be as badly affected personally as Patrese was. *"When something like that happens, you have to stay away from him for ten or fifteen minutes"* says Piola, knowlingly. Unfortunately, it seems that not all of the Italian journalists did, and Patrese's abrupt remarks — reported back in Italy in all their dubious phraseology — almost certainly laid the foundations for the worsening state of relations

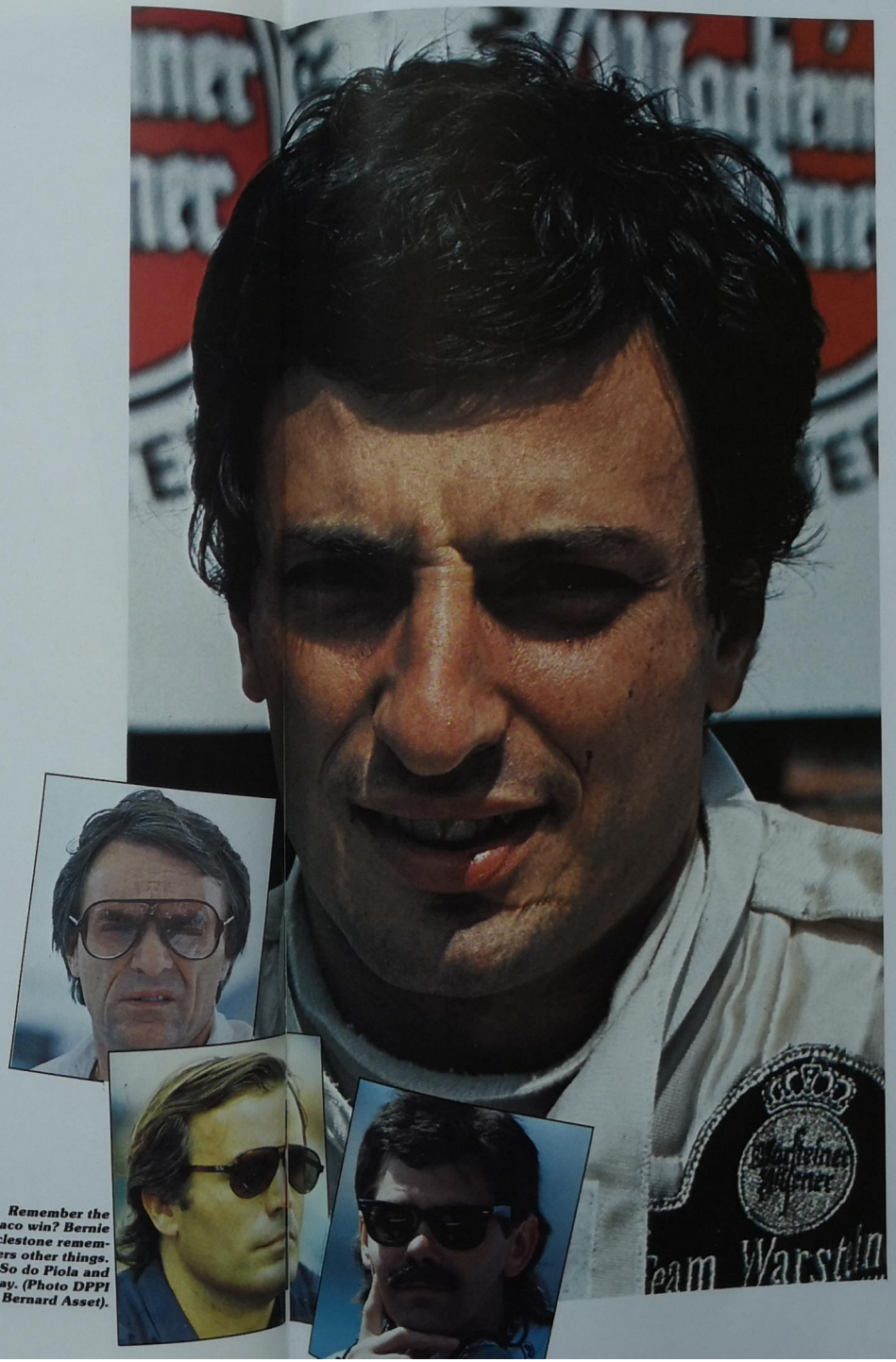
between Riccardo and his Italian public.
For a number of reasons, the Arrows was never as competitive again as it had been at Long Beach. By the end of the season Riccardo was ready for a change of team, and the opportunity came to join Brabham, where Parmalat wanted an Italian national driving as team-mate to Nelson Piquet, the newly-crowned World Champion.

"A DRIVER LIKE RICCARDO BENEFITS FROM BEING WITH A BRITISH TEAM."

Riccardo went on to win his first Grand Prix, with Brabham, at Monaco in 1982. It was a lucky victory, won because two other cars retired almost within sight of the flag, and even Riccardo needed proof before he would believe that he was entitled to lead the champagne-throwing. He succeded — after much deliberation on the part of Bernie Ecdestone — in keeping his Brabham place for 1983, but it was not as good a season as either he or the team had expected it to be. While Nelson was winning races, Riccardo was crashing or blowing up. He should have won the San Marino GP at Imola, but no sooner had he taken the lead from Patrick Tambay's Ferrari than he ran wide into the dirt and crashed ignominiously, to the apparent delight of the thousands of his fellow countrymen watching in the nearby grandstand. The Patrese pride was being badly bruised. Not only was he not finishing races but he was also being regularly outqualified by Nelson Piquet. And, halfway through the season, he committed a serious tactical error. He issued a typewritten list to Italian pressmen of all the mechanical failures which had caused his Brabham-BMW to retire.
Nothing like this had ever been done before by a topline driver. Bernie Ecclestone, who prides himself on providing both of his drivers with cars that are equally well prepared, was furious. And although Riccardo finished his year at Brabham with a win at Kyalami, it was another lucky success, a sort of grace-and-favour gesture from Nelson, who only dropped out of the lead to save his engine and make sure of winning his second world title.
Nelson insists that his personal relations with Riccardo were always correct, if not warm. But he says that the Italian made a series of incredible tactical mistakes at Brabham, beginning even before he'd driven the car for the first time. *"He told Bernie at the end of '81, when we were still racing the Cosworth engine, that anyone could be champion with Gordon Murray's chassis. Later he said that it wasn't fair that he hadn't been given the BMW turbo at the same time as me. I think that Riccardo probably believed what he was saying at the time, but to Bernie Ecdestone it must have looked as though he was just making excuses."*
Piquet hints that whatever his former team-mate lacks is psychological rather than physical. *"You know, Riccardo is ten times stronger and fitter than me. But in that famous Brazilian GP of 1982. when I fainted on the podium, Riccardo also had a problem with the heat, and he spun, I think he just gave up then..."*
pack of cars on his left. Moments later there was a multiple collision resulting in the accident which was to cause Peterson's death. The organizers of the next race on the calendar, at Watkins glen in New York, received a letter from a group of top drivers — induding Niki Lauda — who threatened not to race unless Paterese's entry for the United States GP was withorawn.

"HUGELY TALENTED" WAS THE REPUTATION WHICH HE BROUGHT TO THE SHADOW TEAM IN 1977.

Despite arriving at Watkins Glen with a local lawyer to reinforce his case, Patrese was unable to change the organizers' minds about letting him race. But he never forgot the incident, and was able to raise the matter at Kyalami in 1982, when Niki Lauda called on all the drivers to withdraw their labour unless FISA and FOCA agreed to cancel their demands for drivers to apply for a super licence under terms which Lauda considered to be unduly onerous.



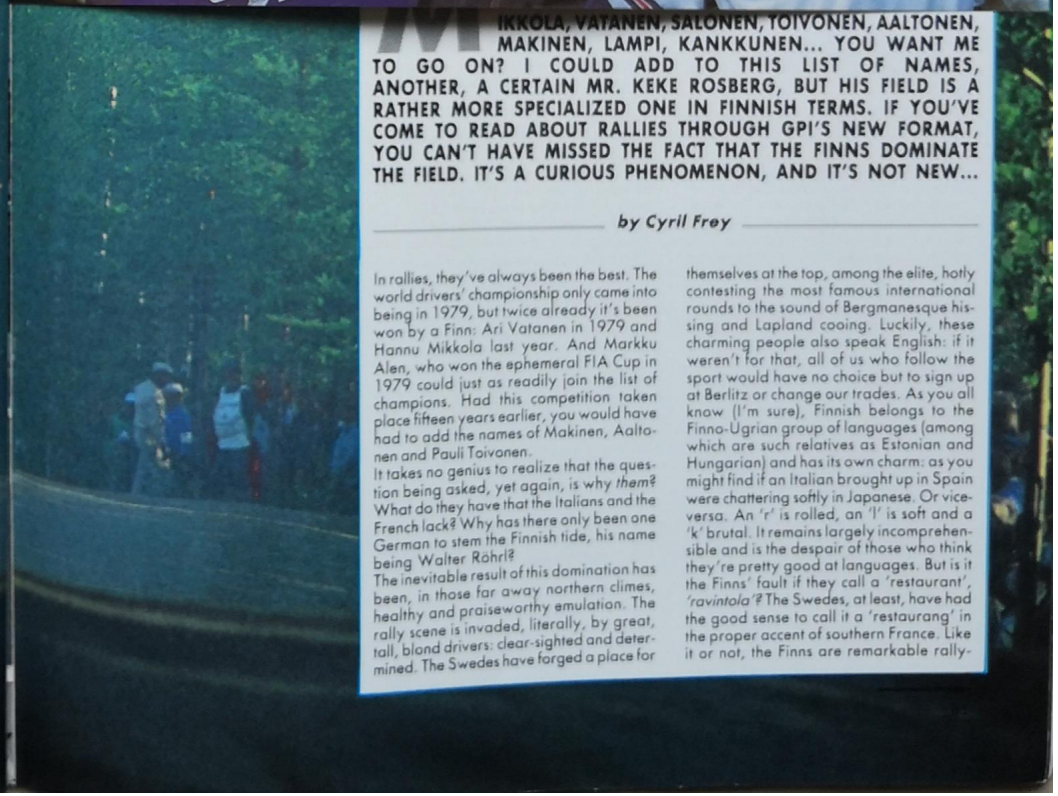
Remember the Monaco win? Bernie Ecclestone remembers other things. So do Piola and Murray. (Photo DPPI and Bernard Asset).

At first Riccardo refused to join the protest unless Lauda retracted everything which he had said about Riccardo's driving four years earlier. Finally, Riccardo did join his fellow drivers, and he partiapated in the famous sleep-in at the Sunnyside Park Hotel in Johannesburg. They must have done a good job of persuading him that by-gones were bye-gones.
Gordon Murray, designer of the Brabham, agrees with everyone that Patrese is still one of the very fastest drivers in the world. *"I also think he's probably harder than some of the others on the mechanical bits, although not the hardest.*
At first Riccardo refused to join the protest unless Lauda retracted everything which he had said about Riccardo's driving four years earlier. Finally, Riccardo did join his fellow drivers, and he partiapated in the famous sleep-in at the

"RICCARDO TOLD BERNIE AT THE END OF '81, THAT ANYONE COULD BE CHAMPION WITH GORDON MURRAY'S CHASSIS."

Sunnyside Park Hotel in Johannesburg. They must have done a good job of persuading him that bye-gones were bye-gones.
The private life of Riccardo Patrese is a long way from the turbulent politics and noise of racing. He lives a tranquil existance in Padua a city whith a long tradition of devout Roman Catholicism which slightly disapproves of the fact that his union with Suzy is blessed with a small son but not yet by the formalities of marriage. *"When he is at home he probably forgets for some time that he is a racing driver,"* says Piola: *"He likes to play a lot of tennis, and he is very charming. Not at all the same person you see at the race track at weekends."*
As Piola has already revealed in GPI, Riccardos greatest passion in life is his enormous collection of model railway trains. *"He spends a lot of time searching them out and buying them, it is almost like a job for him. But he never sells his trains, because he is not a dealer. He doesn't mind people knowing about this hobby: talking with him about his trains is like talking to Gordon Murray about wines or motorbikes."*
Is it possible that Riccardo Patrese has succumbed, at the age of 30, to a life in the backwaters of motorsport, going through the motions of Formula 1 with the moribund Alfa Romeo team and earning almost as much in endurance racing with Lancia?
Nothing could be further from the truth. Italian sources suggest that Riccardo had a large part to play in the replacement of Carlo Chiti as Alfa Romeo's chief engineer by Guanni Ionti, the ex-Lancia man man who joined Alfa at the Canadian Grand Prix last month. There are other changes in store at Alfa, as Cheever confirms: *"Chiti had to go,"* he says, *"Because this team is going to start winning — and soon."*
And what does Eddie think of Riccardo? *"Well, I remember him from the days when we raced against each other in karts. See that scar on his chin? He went over someone's wheel and hit a tree. But those crazy days aree over now, and he's a very serious racing driver. He's not finished, not by a long way."* □

ECONOMISER UN PLEIN D'ESSENCE.



MIKKOLA, VATANEN, SALONEN, TOIVONEN, AALTONEN, MAKINEN, LAMPI, KANKKUNEN... YOU WANT ME TO GO ON? I COULD ADD TO THIS LIST OF NAMES, ANOTHER, A CERTAIN MR. KEKE ROSBERG, BUT HIS FIELD IS A RATHER MORE SPECIALIZED ONE IN FINNISH TERMS. IF YOU'VE COME TO READ ABOUT RALLIES THROUGH GPI'S NEW FORMAT, YOU CAN'T HAVE MISSED THE FACT THAT THE FINNS DOMINATE THE FIELD. IT'S A CURIOUS PHENOMENON, AND IT'S NOT NEW...

by Cyril Frey

In rallies, they've always been the best. The world drivers' championship only came into being in 1979, but twice already it's been won by a Finn: Ari Vatanen in 1979 and Hannu Mikkola last year. And Markku Alen, who won the ephemeral FIA Cup in 1979 could just as readily join the list of champions. Had this competition taken place fifteen years earlier, you would have had to add the names of Makinen, Aaltonen and Pauli Toivonen.

It takes no genius to realize that the question being asked, yet again, is why *them*? What do they have that the Italians and the French lack? Why has there only been one German to stem the Finnish tide, his name being Walter Röhrl?

The inevitable result of this domination has been, in those far away northern climes, healthy and praiseworthy emulation. The rally scene is invaded, literally, by great, tall, blond drivers: clear-sighted and determined. The Swedes have forged a place for themselves at the top, among the elite, hotly contesting the most famous international rounds to the sound of Bergmanesque hissing and Lapland cooing. Luckily, these charming people also speak English: if it weren't for that, all of us who follow the sport would have no choice but to sign up at Berlitz or change our trades. As you all know (I'm sure), Finnish belongs to the Finno-Ugrian group of languages (among which are such relatives as Estonian and Hungarian) and has its own charm: as you might find if an Italian brought up in Spain were chattering softly in Japanese. Or vice-versa. An 'r' is rolled, an 'l' is soft and a 'k' brutal. It remains largely incomprehensible and is the despair of those who think they're pretty good at languages. But is it the Finns' fault if they call a 'restaurant', *'ravintola'*? The Swedes, at least, have had the good sense to call it a 'restaurang' in the proper accent of southern France. Like it or not, the Finns are remarkable rally-

25 % D'ECONOMIE
+ UNE RELIURE GRATUITE

GRAND PRIX INTERNATIONAL

GRAND PRIX INTERNATIONAL MAGAZINE
PARAIT UN JEUDI SUR DEUX

FORMULE 1
GROUPE C
RALLYES
ETATS-UNIS

GRAND PRIX INTERNATIONAL MAGAZINE - PARAIT 25 FOIS PAR AN : 25 NUMEROS DONT 1 NUMERO SPECIAL

PRIX DE L'ABONNEMENT : 400 FRANCS PAR AN POUR LA FRANCE AUPRES DE **GRAND PRIX INTERNATIONAL***, SERVICE ABONNEMENTS, 7, RUE DE LILLE, 75007 PARIS, EN RENVOYANT CE COUPON ACCOMPAGNE D'UN CHEQUE BANCAIRE, D'UN CHEQUE POSTAL OU D'UN MANDAT-LETTRE A L'ORDRE DE **GRAND PRIX INTERNATIONAL**

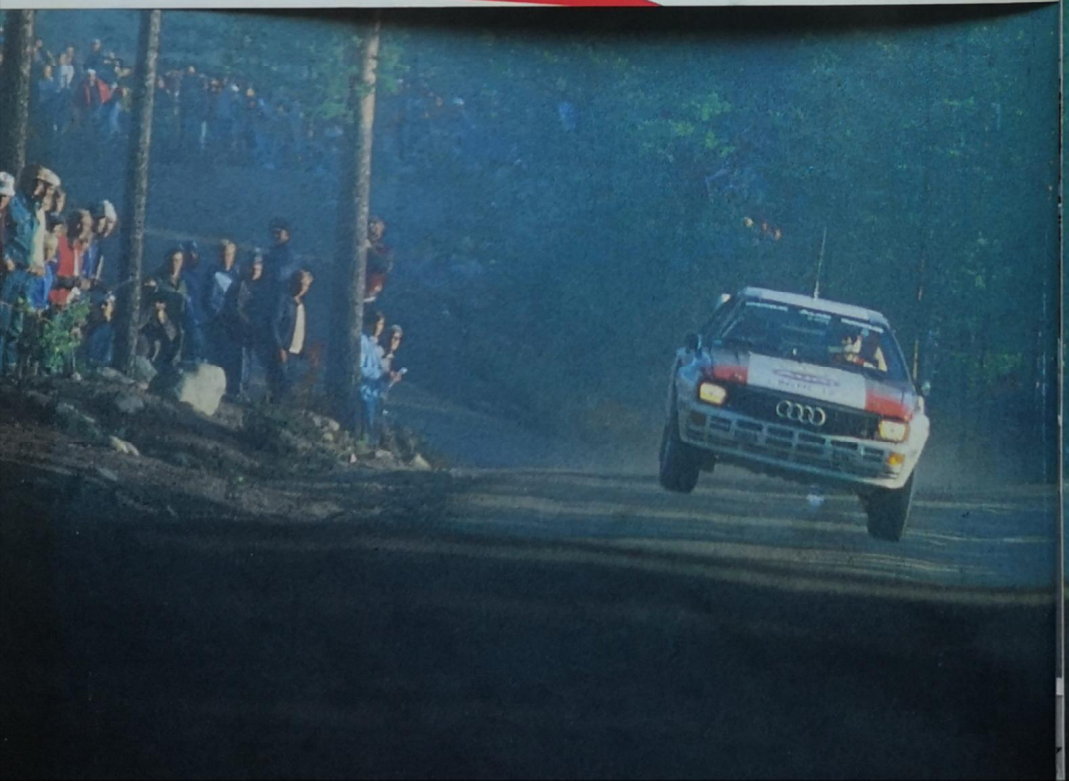
NOM ..... PRENOM .....

ADRESSE COMPLETE .....

.....

CODE POSTAL ..... **ABONNEZ-VOUS SANS TARDER !**

CANADA : ABONNEMENTS AUPRES DES EDITIONS CANADIENNES-GPI, 387 SAINT PAUL OUEST, BUREAU 204, MONTREAL, QUEBEC H2Y 2A7.
TARIF DE L'ABONNEMENT : $98 POUR 25 NUMEROS, SOIT UNE ECONOMIE DE 25 % ET UNE RELIURE GRATUITE.
TARIF AVION SUR DEMANDE. * 450 FRANCS PAR AN POUR L'ETRANGER.



RALLY-LAND

MIKKOLA, VATANEN, SALONEN, TOIVONEN, AALTONEN, MAKINEN, LAMPI, KANKKUNEN... YOU WANT ME TO GO ON? I COULD ADD TO THIS LIST OF NAMES, ANOTHER, A CERTAIN MR. KEKE ROSBERG, BUT HIS FIELD IS A RATHER MORE SPECIALIZED ONE IN FINNISH TERMS. IF YOU'VE COME TO READ ABOUT RALLIES THROUGH GPI'S NEW FORMAT, YOU CAN'T HAVE MISSED THE FACT THAT THE FINNS DOMINATE THE FIELD. IT'S A CURIOUS PHENOMENON, AND IT'S NOT NEW...

by Cyril Frey

In rallies, they've always been the best. The world drivers' championship only came into being in 1979, but twice already it's been won by a Finn: Ari Vatanen in 1979 and Hannu Mikkola last year. And Markku Alen, who won the ephemeral FIA Cup in 1979 could just as readily join the list of champions. Had this competition taken place fifteen years earlier, you would have had to add the names of Makinen, Aaltonen and Pauli Toivonen.

It takes no genius to realize that the question being asked, yet again, is why *them*? What do they have that the Italians and the French lack? Why has there only been one German to stem the Finnish tide, his name being Walter Röhrl?

The inevitable result of this domination has been, in those far away northern climes, healthy and praiseworthy emulation. The rally scene is invaded, literally, by great, tall, blond drivers: clear-sighted and determined. The Swedes have forged a place for themselves at the top, among the elite, hotly contesting the most famous international rounds to the sound of Bergmanesque hissing and Lapland cooing. Luckily, these charming people also speak English: if it weren't for that, all of us who follow the sport would have no choice but to sign up at Berlitz or change our trades. As you all know (I'm sure), Finnish belongs to the Finno-Ugrian group of languages (among which are such relatives as Estonian and Hungarian) and has its own charm: as you might find if an Italian brought up in Spain were chattering softly in Japanese. Or vice-versa. An 'r' is rolled, an 'l' is soft and a 'k' brutal. It remains largely incomprehensible and is the despair of those who think they're pretty good at languages. But is it the Finns' fault if they call a 'restaurant', *'ravintola'*? The Swedes, at least, have had the good sense to call it a 'restaurang' in the proper accent of southern France. Like it or not, the Finns are remarkable rally-

men. And, as it was that time of the year when the holidays tend to make one both lazy and susceptible, I passed up the rains of New Zealand for the clear midnight sun. I wanted to see for myself how those tall, silent men — about whom we know in fact very little — are made. My intent is not to make a cream puff out of why the Finns are so talented in rallying; lots of reasons have been given, but I don't find them sufficient. OK, the fact that the winter is long and cold, there are 60,000 lakes in the country, all frozen, and this is great for learning how to skid and slide. Equally true, the will to win which the locals call *sisu* is part of the national character. On the other hand, why would not French *système* or Spanish *vista* do just as well?

In a little more than a month, around the university town of Jyvaskyla, we will have yet another fresh and brilliant demonstration of this incomparable talent. The Finnish event in the World Championship, the Thousand Lakes Rally, is by far the fastest; it is more like a Grand Prix in the forests, and in the air. There, the crazy passion of the drivers takes cars at 160 kph over bumps like trampolines, shooting them high in the air. In Finland, only the Swede Blomqvist has a reasonable chance of beating the Finns at their own game; and to do so, he would have to have the best car. The rest might as well go and reconnoitre the San Remo Rally.

THERE IS EVEN ONE DEPUTY CURRENTLY TRAINING FOR THE OLYMPICS.

Twice world champion, Walter Röhrl refuses to set foot in the Thousand Lakes Rally. In the land of tall pines, the Italians are beaten hollow and the French disheartened ahead of time. Alain Coppier, with whom I made the return boat journey last year, had not yet managed to digest his experiences: *"It's a rally for the crazies!"* he said, his head hanging low. Maybe. But you have to have seen it for yourself, this crazy rally. Especially when you know the men you're calling 'crazy'. Daily life for them could not be calmer. Less inhibited than most of their compatriots, because they've travelled a lot, and far more readily excitable over nothing, they are neither nervous nor rebellious. They live in a serene world. They are absolutely disciplined, in a particularly rigorous way that goes back to their Lutheran religion. The state need not worry about dissidence; the social structures of the nation are there to stay. They live a pre-determined existence by the rhythm of the seasons. President Koivisto's subjects (he is a Social Democrat) have carved out for themselves certain moments of private euphoria within this continuum of time. Every winter weekend is sacrificed to the God of Alcohol: from four p.m. on Friday to Monday morning. When the fine weather comes in June — St. John's night is its culmination — the alcoholic intake goes up by a factor of ten: why go to bed when the sun itself does not? That is the magic and fleeting hour when the timid are overcome and the underdog dances out his day. The eye goes pagan and nights that are not night succeed to days without colour, beer flows freely and offices empty. Caught between calm and storm, the Finnish soul is two souls, and profoundly disconcerting. *"There's a time for everything,"* is what the expression, now distant, of the young woman says. the day after partying. And when you've seen her, just a few hours before, agog with giggles, it's enough to make you wonder. But that's the way it is: you just have to await the next explosion. You could call it the Sauna Syndrome, after that national institution which hurts so much and does so much good. After slowly roasting in opaque, boiling steam, what could be better than to leap, like any common or garden sado-masochist, into the icy waters of a nearby lake? Hot and cold, water and fire. Analyze it as much as you want, a part of the Finnish secret (whatever part Nordic mythology plays) lies in the impenetrable steam of the sauna. No house lacks one. It is a sacred place where much business is done. Barracks and prisons have them; they form a part of the Finnish notion of human dignity.

The Finns in fact are as proud of their saunas as they are of their flag. Flying high over the countryside in Ari Vatanen's helicopter, I saw flags fluttering over tiny wooden houses lost in field and forest far from Helsinki. It's in such rural retreats that the highly-regimented citizen spends his weekends in the bosom of his family; it is there that he finds again his woodsman's nature, where he potters and returns to the savage state; there, between earth and water.

Vatanen is no exception to the rule, nor is Mikkola, on whom we dropped in on the way back with Ari. his wasn't home, because he was then fighting Blomqvist for the first place in the New Zealand rally. But that didn't stop his wife from proudly showing off the trophy room of the man who is both the most popular and the most successful driver in Finland. The pile of cups and of distant triumphs witnessed how much Mikkola has regretted being so far from home these past few years. His boat, pulled up in its own shed, is not often used: Audi needs him; and he's not a quitter.

The Finnish sporting character is made up of a fair amount of "sisu", but also of a memory of a past which has not often helped their own identity. A Grand Duchy under the Swedish crown until 1809, Finland became a part of Russia until 1917, when it finally won its independence, though at the cost of a cruel civil war which no Finn has forgotten and which probably underlies the exceptional social and political concensus which prevails in Finland today. If you add to this historical perspective the war against the Soviet Union more than forty years ago now, and the blood shed by the countrymen of Sibelius during that war, it is easier to understand than in the great modern stadia and in the

new international competitions, Finnish sportsmen have but one desire: to raise high the colours of a brave young nation with a long, troubled past. Its very fragility alongside its troublesome Soviet neighbour has led it to forms of economic co-operation which have increased its dependence on the latter country, but have correspondingly maintained its standard of living. Further South, we call it 'Finlandization': a somewhat pejorative word. Finns don't like the word and let pass no opportunity to remind you, rightly, that they are a free people. Alen, Vatanen and Mikkola express that freedom in their own way-rallying.

Finland is neutral and will remain neutral. Those who administer the nation's destiny will do anything rather than sacrifice their main priorities, such as education, to military budgets. Mrs. Suonio, Minister for Education, Culture and Sport, does not bring to the latter the same interest she brings to bear on the first two, but she is highly conscious of the role played by Finnish athletes in certain disciplines: athletics and cross-country skiing are pre-eminent, rallying follows. She too is proud of their eminence. In many European countries, those who consider themselves to be 'intellectually' superior, cast scornful glances on those who wear Adidas shirts and shoes. That is not at all true among Finns, where there is even one deputy currently training for the Olympics! Raised to a dignity that is unknown in most other countries, sport attracts vocations and creates a few new champions every year. To mention just rallying, you can be sure that Mikkola and

YOU NEVER SEE THAT TIGHT LIPPED SARCASTIC SMILE

Company's successors already exist. A Toyota works driver since last year only, Juha Kankunnen often fights it out on equal terms with his more famous team-mate Waldegaard. Harri Toivonen, the younger brother of Henri, is slowly reaching the height of his form, but the man most talked about in Finland is Mikael Sundstrom belongs to the Swedish-language minority in Finland, a vestige of the country's complex past which survives only in the South (in Helsinki, street names are written in both languages: for Sundstrom and his co-nationals, Alexanterinkatu is Alexantergatan.) Mikael has been the star of the "Finnish Junior Team", making his mark at the RAC Rally and at several other European rallies. He is the product of a bold and apparently successful policy adopted by the Finnish Federation.

Last year at the wheel of a Group A Opel, Mikael obtained the same times at the 1,000 Lakes Rally, as Mikola had done two years earlier in an Audi Quattro. As in the case of the Italian football pools, the Finnish Premium Bonds organization distributes part of the profits to certain domains such as sport as well as culture and science, (the department of education received 13 billion Finnish Marks in 1984 — 1FM = 16p-whereas sport was allotted 248 million FM). Local authorities also play a vital role for sports clubs and sporting activities. It isn't an especially easy task to put together car races. Rallies always take place on secret itineries. Practicing is therefore impossible — which in fact improves reflexes and appreciation of dangerous situations in these extraordinary drivers. However, we must add, that the 1,000 Lakes Rally, is the exception to the rule, although foreign competitors wouldn't benefit much from doing so. While we're at it, we'd like to congratulate Michèle Mouton who although she appreciates the difficulties of the Finnish roads, loves them all the same. She's always ready to affront them riding low in the shadows of her Northern colleagues. What's more, she puts on a really good show...

The Finns are going to be present for a long time yet on the rallying scene, and as the Swedish-Finn emulation can be felt more than ever, they've managed to rake up quite a few neighbours into their following, unwilling to forget in a hurry, Mikkola winning the Swedish Rally in his Audi. What a cheek!

Although they are both on the same team, Hannu and Blomqvist aren't what you'd call buddies really, but that's how things go with these proud Northern people. Finland is neither Scandinavian nor completely Slavic — it's squeezed in between two cultures. The only common trait it has with its border countries is that they both enjoy their bottle. I've often been told that the Swedes are slightly condescending concerning their Finnish friends — who take it rather badly, and can't understand why. The Finns don't know what it means to be arrogant. You'll never see a Finn looking full of himself as you often do with the Latins, or with the tight lipped sarcastic smile, characteristic of the French. Simplicity and humility with a dash of guilelessness are what you will read on the faces of these Northerners if you decide to go and watch the most spectacular of rallies at the end of August. Even the ministers are shy. Hospitality is something that Finns know about; they hate to think that any visitor would go home feeling unhappy about his stay. Perhaps that is the reason why I found a chunk of French bread with my salad in the first restaurant I stopped at, which I am sure was a kind thought for me, the Parisian traveller...

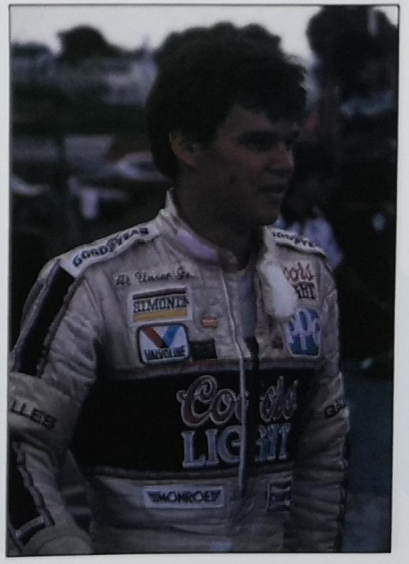
The Finns have something to say. It's only too often through drink that they try to get it out. Others give themselves up to a passion, be it sport or rallying. Town driving is a somewhat slow affair. The red lights take ages turning green. Nothing's ever fast enough for an impatient Frenchman. However, bear in mind that there is this contrast between winter and summer, the hot and the cold, and the sauna syndrome... That doesn't explain everything, but if I concluded by saying that the Finns excel in rallying... because they are Finnish, I'm sure you would have smiled.

Think before you do... □

SNEVA'S CUSHION

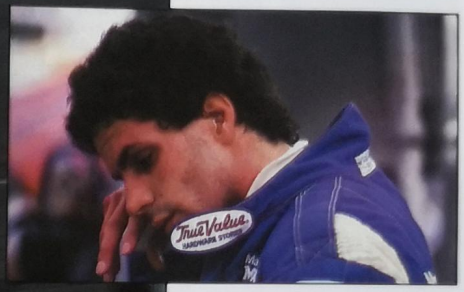
circuit, which is situated in the North West of the US in the state of Oregon, a few kilometers from Salem and its witches, is regularly on the IMSA calendar. Do they prefer ovals? Anyway, the American CART stars are having to put up with the younger boys, and former F1 drivers putting up a good fight, Andretti, father and son, Fabi, Daly, Sullivan, Guerrero. Andretti and Sullivan's Lola T800s (sporting Nos 3 and 30 respectively), had the whole of the front row on the grid to

Tom Sneva wasn't exactly unlucky during the last two rounds of the CART championship. At Milwaukee, an oval situated in the state of Wisconsin, to the north of the US, his old rival Rick Mears had the race well in hand. With 20 laps left to race, the Indianapolis winner blew a cylinder. The on-board radio which linked him to the Penske pits had broken down. There was only one thing left to do, try and keep his 1 lap cushion on Sneva and Galles Racing March No 7, driven by Al Unser Jr. He managed somehow, and entered into the last lap with a lead of some several seconds on Sneva's March No 4, prepared by Mayer Racing. In the last straight, the No 6 March-Penske Cosworth turbo engine gave out trailing a cloud of smoke behind it. And Sneva was in for the win with just four something seconds to spare. The next CART round took place on a street circuit at Portland (the first time since Long Beach). It was a first ever CART race at Portland in spite of the fact that this



themselves. They weren't in the running for very long though. During the race, the Marches took control, whereas Sneva with his unpretentious 15th qualifying time wasn't able to keep up with the pace set by the leaders. He was a lap behind after the first third of the race. Mears, was in fourth position behind Michael Andretti (March No 99, Al Unser Jr (March No 7) and Derek Daly (March No 17). Half way through the race, Mears was still lying in wait, tailing Al Unser Jr, Daly and Geoff Brabham (March No 18) when a quick glance into his rear view mirror informed him that he was losing his wing. Result — he lost 5 minutes to replace it, and his would-be place on the podium was transformed into a 10th place...

Sneva, however, was being cautious. His top speed was somewhat



MILWAUKEE 200 MILES

Fourth race in Championship Auto Racing Team (CART) 1984.
Official designation: Dana/Rex Mays Classic
Date: June 3, 1984.
Race distance: 200 laps on a 1 mile circuit, or 200 miles (321.868 km).
Weather conditions: Excellent.
Attendance: 36,000.

STARTING GRID

6. Rick Mears
March 84C-Cosworth
25.173s
3. Mario Andretti
Lola T800-Cosworth
25.696s
1. Al Unser SR
March 84C-Cosworth
25.732s
5. Bobby Rahal
March 84C-Cosworth
25.866s
22. Dick Simon
March 84C-Cosworth
25.988s
20. Gordon Johncock
March 84C-Cosworth
26.062s
30. Danny Sullivan
Shierson DSR1 4C-Cosworth
26.331s
21. Al Holbert
March 84C-Cosworth
26.469s
72. Chris Kneifel
Primus 84-Cosworth
26.523
82. Gary Bettenhausen
March 84C-Cosworth
26.636s
18. Geoff Brabham
March 84C-Cosworth
26.929s
37. Scott Brayton
March 84C-Cosworth
27.068s
24. Stan Fox (*)
March 83-Chevrolet
No times
4. Tom Sneva
March 84C-Cosworth
25.514s
99. Michael Andretti
March 84C-Cosworth
25.730s
33. Téo Fabi
March 84C-Cosworth
25.769s
7. Al Unser JR
March 84C-Cosworth
25.972s
41. Howdy Holmes
March 84C-Cosworth
26.007s
98. Kevin Cogan
Eagle 84-Pontiac
26.311s
25. Danny Ongais
March 84C-Cosworth
26.428s
40. Chip Ganassi
Wildcat PR9B-Cosworth
26.497s
28. Herm Johnson
March 84C-Cosworth
26.628s
64. Ed Pimm
March 83-Chevrolet
26.817s
19. Roberto Guerrero
March 84C-Cosworth
27.063s
55. Josele Garza (*) (1)
March 84C-Cosworth
27.124s

(*) 910 given the organizers' option — a place on the starting grid.
(1) Forfeit, Josele Garza, because he believed that his March wasn't fit to race in Indianapolis configuration.

Not qualified:
56. Steve Chassey (March 83-Chevrolet), 28.256s
31. Dick Ferguson (Eagle 83-Cosworth), 28.401s
11. Pete Halsmer (Penske PC10-Cosworth), no qualifying times.
45. Tom Bigelow (Eagle 83-Chevrolet), no qualifying times.

RESULTS

1. Tom Sneva (March 84C-Cosworth), 200 laps or 200 miles in 1 hour 41'40"128.		
2. Rick Mears	March 84C-Cosworth	4s
3. Al Unser Jr	March 84C-Cosworth	200 laps
4. Michael Andretti	March 84C-Cosworth	199 laps
5. Al Unser Sr	March 84C-Cosworth	199 laps
6. Gordon Johncock	March 84C-Cosworth	197 laps
7. Howdy Holmes	March 84C-Cosworth	196 laps
8. Mario Andretti	Lola T800-Cosworth	196 laps
9. Kevin Cogan	Eagle 84-Pontiac	195 laps
10. Danny Ongais	March 84C-Cosworth	195 laps
11. Chip Ganassi	Wildcat PR9B-Cosworth	195 laps
12. Teo Fabi	March 84C-Cosworth	194 laps
13. Dick Simon	March 84C-Cosworth	193 laps
14. Bobby Rahal	March 84C-Cosworth	192 laps
15. Gary Bettenhausen	March 84C-Cosworth	191 laps
16. Danny Sullivan	Shierson DSR1-Cosworth	191 laps
17. Geoff Brabham	March 84C-Cosworth	188 laps
18. Herm Johnson	March 84C-Cosworth	182 laps
19. Ed Pimm	March 83C-Chevrolet	180 laps
20. Al Holbert	March 84C-Cosworth	85 laps, retired accident
21. Roberto Guerrero	March 84C-Cosworth	83 laps, retired accident
22. Scott Brayton	March 84C-Buick	73 laps, retired accident
23. Chris Kneifel	Primus 84-Cosworth	52 laps, retired oil pressure
24. Stan Fox	March 83-Cosworth	50 laps, retired accident

Race Leaders
1st lap, Tom Sneva
2nd — 17th lap, Rick Mears
18th — 137th lap, Tom Sneva
138th — 199th lap, Rick Mears
200th lap, Tom Sneva

lower than on the other cars. He played his cards right though, because quite a few of the pack leaders broke down and he crossed the finish line in fourth position. This is the reason why he has got such a large lead in the provisional CART championship. He is ahead of Rick Mears, Michael Andretti and Al Unser Jr, who had his first CART victory at Portland. The race took place on father's day, so guess who he dedicated his win to in front of all the TV cameras and photographers? Apparently, Al Unser Jr and Sr fell into each others arms, their eyes brimming over with tears...
(Photos: Gloede / DPPI and Ashlock/DPPI)

PORTLAND

Fifth race in Championship Auto Racing Team (CART) 1984.
Official designation: Stroh's/G.I. Joe's 200
Date: June 17, 1984.
Race distance: 104 laps on a 3.082 km (1.915 miles), or 320.512 km (199.16 miles).
Weather conditions: Hot and sunny.
Attendance: 38,000.

STARTING GRID

5. Bobby Rahal
March 84C-Cosworth
59.064s

9. Roberto Guerrero
March 84C-Cosworth
1m.00.326s

6. Rick Mears
March 84C-Cosworth
1m.00.875s

99. Michael Andretti
March 84C-Cosworth
1m.01.099s

18. Geoff Brabham
March 84C-Cosworth
1m.01.378s

98. Kevin Cogan
Eagle 84-Pontiac
1m.01.529s

17. Derek Daly
March 84C-Cosworth
1m.02.001s

41. Howdy Holmes
March 84C-Cosworth
1m.02.114s

21. Al Holbert
March 84C-Cosworth
1m.02.481s

40. Chip Ganassi
March 84C-Cosworth
1m.02.662s

76. Jacques Villeneuve
March 83C-Cosworth
1m.03.259s

55. Josele Garza
March 84C-Cosworth
1m.03.980s

82. Gary Bettenhausen
March 84C-Cosworth
1m.04.699s

24. Stan Fox
March 84C-Cosworth
1m.06.073s

3. Mario Andretti
Lola T800-Cosworth
59.931s

30. Danny Sullivan
Lola T800-Cosworth
1m.00.749s

33. Teo Fabi
March 84C-Cosworth
1m.00.934s

7. Al Unser Jr
March 84C-Cosworth
1m.01.285s

11. Pete Halsmer
March 84C-Chevrolet
1m.01.455s

25. Danny Ongais
March 84C-Cosworth
1m.01.966s

1. Al Unser JR
March 84C-Cosworth
1m.02.053s

4. Tom Sneva
March 84C-Cosworth
1m.02.291s

22. Dick Simon
March 84C-Cosworth
1m.02.547s

72. Chris Kneifel
Primus 84-Cosworth
1m.02.860s

22. Gordon Johncock
March 84C-Cosworth
1m.03.519s

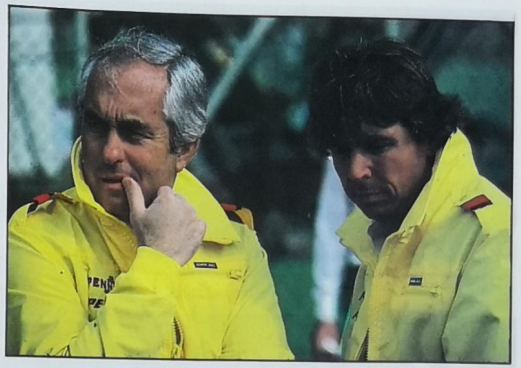
64. Ed Pimm
March 83C-Chevrolet
1m.04.168s

26. Scott Brayton
March 84C-Buick
1m.04.818s

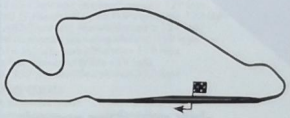
29.Jose Romero(*)
March 83C-Cosworth
1m.08.244s

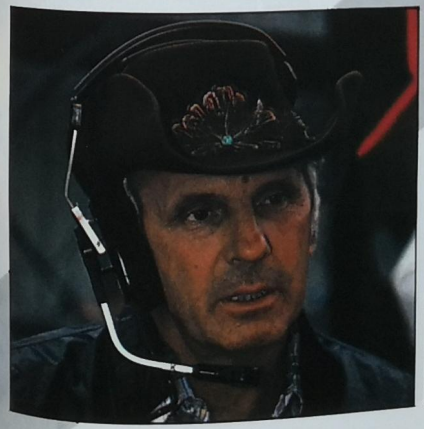
(*) organizers' option.

Not qualified:
58. Steve Hostetler, 1m.07.726s.
45. Dale Coyne, 1m.19.552s.



Race Leaders
1st — 4th lap, Mario Andretti
5th — 22nd lap, Danny Sullivan
23rd — 26th lap, Michael Andretti
27th — 29th lap, Bobby Rahal
30th — 32nd lap, Michael Andretti
33rd — 34th lap, Al Unser Jr
35th lap, Rick Mears
36th — 38th lap, Michael Andretti
39th — 104th lap, Al Unser Jr



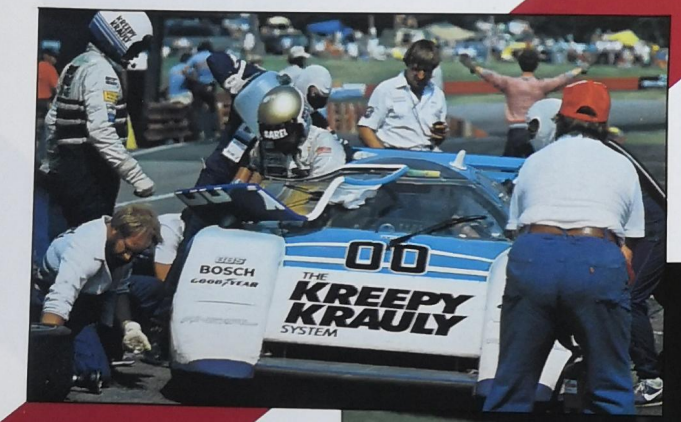


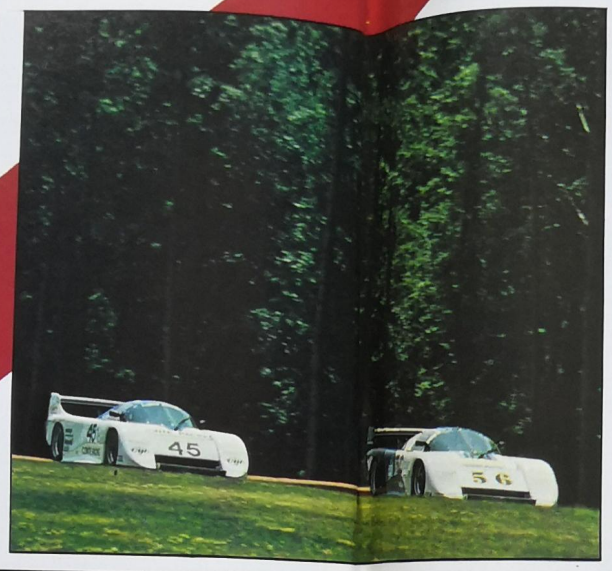
RESULTS

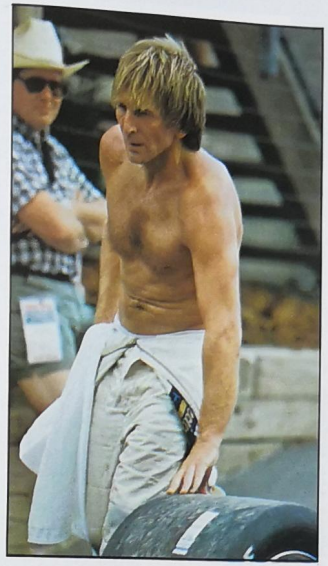
1. Al Unser Jr (March 84G-Cosworth, 104 laps or. 915 miles (320.512 km) in 1 hour 53m 17.39s, at an average speed of 105.484 miles (169.758 kph).

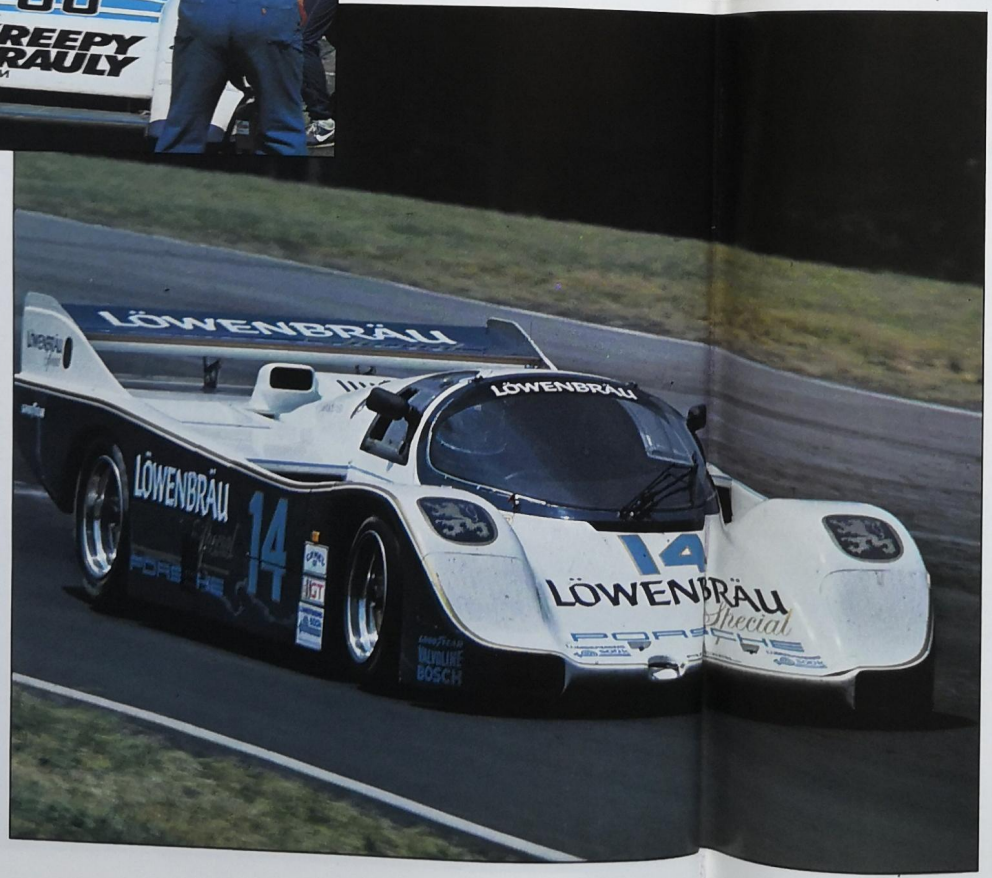
2. Geoff	March 84G-Cosworth	40s
3. Teo Fabi	March 84G-Cosworth	104 laps
4. Derek Daly	March 84C-Cosworth	103 laps
5. Tom Sneva	March 84C-Cosworth	102 laps
6. Jacques Villeneuve	March 83C-Cosworth	100 laps
7. Josele Garza	March 84C-Cosworth	99 laps
8. Chris Kneifel	Primus 84-Cosworth	99 laps
9. Gordon Johncock	March 84C-Cosworth	99 laps
10. Rick Mears	March 84C-Cosworth	99 laps
11. Danny Ongais	March 84C-Cosworth	97 laps, retired, out of petrol
12. Michael Andretti	March 84C-Cosworth	96 laps
13. Gary Bettenhausen	March 84C-Cosworth	89 laps
14. Bobby Rahal	March 84C-Cosworth	79 laps, retired, gearbox
15. Chip Ganassi	March 84C-Cosworth	63 laps, retired, engine
16. Ed Pimm	March 83C-Chevrolet	60 laps, retired, gearbox
17. Howdy Holmes	March 84C-Cosworth	47 laps, retired, lost a wheel
18. Kevin Cogan	Eagle 84-Pontiac	46 laps, retired,
19. Roberto Guerrero	March 84C-Cosworth	37 laps, retired, fire
20. Dick Simon	March 84C-Cosworth	37 laps, retired, gearbox
21. Stan Fox	March 84C-Cosworth	24 laps, retired, gearbox
22. Pete Halsmer	March 84C-Buick	23 laps, retired, gearbox
23. Danny Sullivan	Primus 84-Cosworth	22 laps, retired, accident
24. Al Holbert	March 83-Cosworth	21 laps, retired, accident
25. Scott Brayton	March 84C-Buick	20 laps, retired, transmission
26. Mario Andretti	Lola T800-Chevrolet	13 laps, retired, overheating
27. Al Unser Sr	March 84C-Cosworth	1 lap, retired, accident
28. Jose Romero	March 83C-Cosworth	0 lap, forfait

THE OPPOSITION









Just over three seconds were all that separated Holbert (Porsche 962 No 14) from Bill Whittington (Blue Thunder March No 56) - he also put in the lap record on his last time around the circuit. Four cars were still on the leader's lap after three hours and thirty minutes of the race.
In other words all at Mid Ohio had come to watch a thrilling show for the ninth round of the IMSA championship. This race will always be remembered as being the first Porsche 962 victory ever in the US. Although the 962 had been beaten at Daytona, Riverside, Laguna Seca, Charlotte and Lime Rock, it was evident that it had the potential to win. Holbert/Bell's victory proved it (the only problem encountered was a flat tyre), and to boot, third place went to the No 86 Bayside Disposal 962 (seen here alongside Miller/Ramirez' No 19 Aston Martin Nimrod). Will this then be the new Porsche era? It's rather unlikely. The Jaguars were absent preparing for Le Mans and the Blue Thunder Marches and Conte Racing's Kreepy Krauly away, but they have shown they are as good as the Porsches. Shame though, for the Jags and Blue Thunder cars, that Bill Whittington and Van der Merwe's—the man with the golden helmet—team-mates aren't of the same calibre. The Mid Ohio results would deffinitely have been different. The main Porsche opponents are Robin Herd's improved version of the March 84G (or is it an 85G?) for Van der Merwe, and Jaguar have enticed Haywood over. The opposition are getting their act together... (Photos Bernard Asset and Robert Harmeyer Jr DPPI)

RACE LEADERS :
1st - 6th lap : Whittington/Lanier (March 84G-Chevrolet)
7th - 9th lap: Morton/Spenard (March 84 G-Chevrolet)
10th - 23rd lap: Whittington/Lanier (March 84G-Chevrolet)
24th lap: Van de Merwe/Martin (March 83G-Porsche)
25th - 49th lap: Whittington/Lanier (March 84G-Chevrolet)
50th - 55th lap: Holbert/Bell (Porsche 962)
56th - 65th lap: Whittington/Lanier (March 84G-Chevrolet)
76th - 101st lap: Holbert/Bell) Porsche 962)
102nd - 113th lap: Haywood/Rahal (Porsche 962)
114th - 129th lap: Holbert/Bell (Porsche 962)

Best Qualifying Time GTP:
B. Whittington (March 84G-Chevrolet): 1 m 23.621s.
Best Qualifying Time GTO:
Felton (Chevrolet Camaro: 1m 30.928s.
Best Qualifying Time GTU:
Adams/Card (Toyota Celica): 1m 37.173s.
Fastest race Lap GTP:
B. Whittington (March 84 G-Chevrolet: 1m 28.760s.
Fastest Race Lap GTO:
White (Porsche 934): 1m 40.250s.
Fastest race Lap GTU:
Baldwin (Mazda RX7): 1m 39.570s.
Winners in GTO:
Vincentz/White (Porsche 934): 117 laps
Winners in GTU:
Dunham/Kline (Mazda RX7): 115 laps.

IMSA : MID-OHIO 500 KM

Ninth race in the Camel GT (GTP, GTX, GTO, GTU) International Motor Sports Association (IMSA) Championship.
Official designation: Lumbermen's 500.
Date: June 10, 1984.
Race length: 498.252 km (309.6 miles) or 129 laps on a 3.86 km (2.4 miles) circuit.
Weather conditions: excellent.
Attendance: 35,000.

RESULTS:
1. Porsche 962 Al Holbert/Derek Bell, 129 laps (309.6 miles) in 3 hours 25 m 90.77s, at an average speed of 145.608 kph (90.477 mph).
2. March 84G-Chevrolet B. Whittington/Lanier 03.969s.
3. Porsche 962 Haywood/Rahal 129 laps
4. March 84G-Chevrolet Morton/Spenard 129 laps
5. March 83 G-Porsche Van de Merwe/Martin 128 laps
6. Momo AR3-Cosworth Moretti/Ballabio 121 laps
7. Argo JM16-Mazda Downing/Mafucci 119 laps
8. Lola T616-Mazda Busby/Halsmer 119 laps
9. Porsche 934 Vincentz/White 119 laps
10. Mazda RX7 Mandeville-Johnson 117 laps

STARTING GRID

56. March 84G-Chevrolet B. Whittington/Lanier 1m23.621s	14. Porsche 962 Holbert/Bell 1m25.258s
45. March 84G-Chevrolet Morton/Spenard 1m25.314s	86. Porsche 962 Haywood/Rahal 1m25.432s
00. March 83G-Porsche Van der Merwe/Martin 1m26.689s	30. Momo AR3-Cosworth Moretti/Ballabio 1m27.831s
15. Lola T600-Chevrolet Kalagian/Lloyd 1m27.905s	39. Chevrolet Phœnix Mead-Gunn/Mullen 1m28.333s
25. March 84G-Chevrolet Cowart/Miller 1m28.489s	2. March 84G-Chevrolet Art Leon/Mckitterick 1m29.895s
11. Lola T600-Chevrolet Kendall/Cook . 1m30.105s	5. Porsche 935/84 Akin/O'Steen 1m30.773s
71. Argo JM16-Buick Morgan/Miller-Gang 1m30.784s	4. Chevrolet Camaro • Hagan/Felton 1m30.928s
67. Lola T616-Mazda Busby/Halsmer 1m32.262s	63. Argo JM16-Mazda Downing/Mafucci 1m32.464s
91. Porsche 934 White/Vincentz 1m34.638s	43. BMW M1 • Montoya/Goellnicht 1m35.058s
38. Mazda RX7* Mandeville/Johnson 1m35.932s	99. Toyota Celica* Adams/Card 1m37.173s
* Denotes GTU • Denotes GTO	48 cars in qualifying

HELP!

I am a fervent Formula 1 fan and I would like to know where I can find the 24 fascicules which make up Pino Allievi's collection entitled, 'Conoscere La Formula 1'. I have tried many Parisian book shops, but to no avail. Thanking you for your help.

Thomas Torrice
91160 Longjumeau.

We would like to inform readers having trouble finding books reviewed in our "Post Scriptum" column, especially if they are printed abroad, that there are a few specialized book shops in Paris, such as, E.P.A., 92, rue St Lazare, 75009 Paris, (which also have branches at Lyons and Lille), Cheval Vapeur, 6, rue des Halles, 75001 Paris, or there is the Boutique Auto Moto, 77, rue de Voltaire, 92300 Levallois. If you still haven't managed to obtain the books you require, you could always take out your best pen, as you have done here, and write directly to the publishers themselves. Readers will have noticed that we always give the publishers' addresses for each of the books reviewed.
Do you now see why we do?
Happy hunting
GPI

SHAME!

This is the only publishable word I can find to express the current feeling in Brazil towards the absurd decision of stopping the 1984 Grand Prix of Monaco at that particular moment. Is there any reason which could stand to the ethical test? Also I regret that I had to witness on my own TV the championship fore-runner, "Monsieur" Alain Prost, who intends to "finally" become the world champion having to use that ridiculous gesticulation, asking somebody else to solve his problem (avoid being overtaken), as he is not competent enough to solve it by himself.

But I think it is understandable, considering that France has never had a world champion and also that Monsieur Prost must be fed up with seeing the French beaten by the two times world champion Nelson Piquet, to stand a defeat at Monte Carlo; a defeat imposed moreover by a young man who is only in his fifth Formula 1 race and who comes from the same country as Piquet. This would be too much.
Yes, Monsieur Prost, now everybody knows that you can only win based on the superiority of your equipment, as under equal conditions you are only your equipment.

Nélio Badauy Weiss
Av. Rio Branco,
110-230 andar
20.040 Rio de Janeiro
—RJ
BRAZIL

All car magazines have been flooded with letters following the Monaco Grand Prix. We sympathize entirely, having lived through it, with the immediate reaction of viewers when what was to be an extraordinary Grand Prix was suddenly cut off just as Senna was about to overtake Prost, and Bellof was catching up with the leaders. Do we really have to suggest there was a conspiracy between Prost, Jacky Ickx, McLaren-Porsche and the Monaco AC? We don't think there is the need, especially as the drivers made no protest at the end of the Grand Prix. They were in a far better situation to judge whether the race had been stopped at the right time, just as the rain began pouring down even harder. As you say, it might have been preferable if Jacky Ickx had brought down the flag a lap later... or three laps earlier. Let's hope that this Grand Prix will not be of capital importance to the championship title. If it is, then we'll never hear the end of stories of how the French tried to make one of their own drivers win as has been suggested by many readers. Alain Prost deserves more than a title slurred with doubt.
Yours, GPI

✍✍

ARROWS

Jonathan Nash
Kimberley's
19 Heath View, London
N2 OQD
Price: £2.50p

We'll continue with the Kimberly series review. No 9 of the F1 team collection is similar in style to the others, ie, a booklet containing 30 odd pages with colour photos on the centre pages. In this one, we read about Team Arrows as it was in 1983, before the BMW turbo D7 engine came into being. It goes over the long and tormented past of the team. There is also an article on technical development on the A6, plus profiles on Jackie Oliver, Alan Rees, Dave Wass, Marc Surer and Thierry Boutsen. All the past Arrows results in F1 races are given. This book will be considered as something of a blessing by Jackie Oliver's faithful band. However the photos are highly unoriginal, and the layout is just ordinary. No important changes then for Kimberly.

Two ✍ fills in a gap.

✍✍✍

STEVE AND JULIE

Jean Graton
Graton éditeur
55, av. de Perou
1050 Brussels
Price : 31 francs

With a few unclear scenes in the "Paris-Dakar", our suspicions were aroused — there was something going on between Steve Warson and Judy. Judy is the young American who we were introduced to when she came to comic strip albums astride a motor bike. Our suspicions were confirmed in Michel Vaillant's latest volume set in F1. Ford and ATC country. There's no doubt about it now, Judy and Steve are deffinitely in love. Will their daughter marry Michel Vaillant's son? Who will be the fastest of the two drivers? Many exciting adventures in store. There's no denying that Jean Graton is the best cartoonist when it comes to auto-sport albums — he caters for all types of fans. He shows himself to be the best yet again after his last book, "Rendez-vous at Monaco".

Three ✍ the script is very simple.

FORMULA UNO 1984

Mario Minimi
et Studio Columbo
Forte Editore
Via Flumendosa 47
20132 Milano
Price: 25,000 Liras

If an Oscar was awarded for the worst photoengraving in the history of automobile literature, Edition Forte's latest book would definitely be one of the favourites. The grass looks like hay, the Ferrari red comes out pale pink, and the Ligier seems to be more black than blue. In other words, the colour is a pale imitation of reality. As if that wasn't enough, the photos are of a less than mediocre quality, when they're not blurred. Bravo, no-one else would have dared. This book is supposed to give a profile on F1 drivers, with their photo and a small text on the left page on the right hand page there is an 'action' photo. There's hardly any text to speak of, made even worse by the fact that the photoengraving has ruined the pictures. It's not just because you're an F1 fan that you should feel you have to buy this book. Editions Forte usually provide us with better material than this.

Nothing. Don't bother.

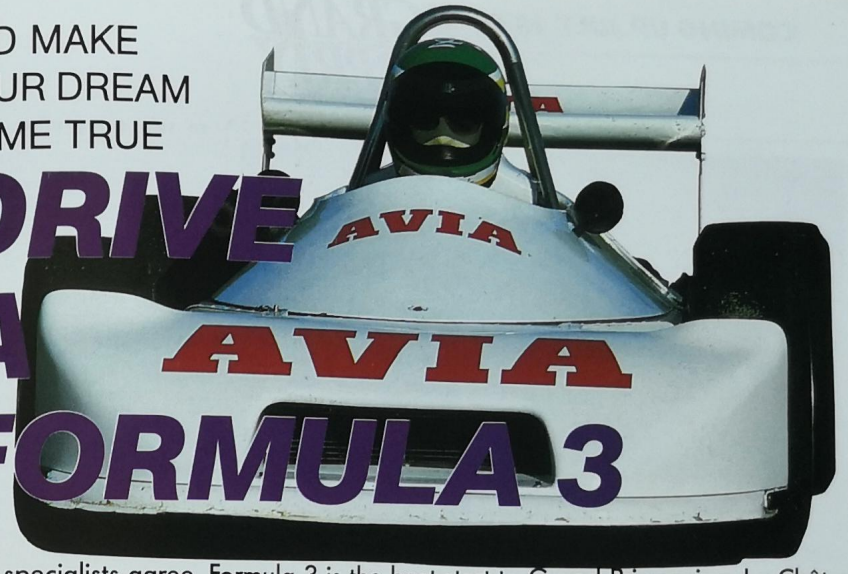
WHAT'S ON

13-15 July
WORLD ENDURANCE CHAMPIONSHIP
NÜRBURGRING
1000 km
Nürburgring GmbH,
D-5489
Nürburgring/Eifel
Tel: (02691) 2522.
Untimed practice on Friday from 10:30 - 13:30
Timed practice on Saturday from: 8:30 - 10:00, and from 14:00 - 13:30. Warm-up on Sunday from: 8:30 - 9:00.
Race starts on Sunday at 11:00.
Admission prices: public enclosures 15 DM on Friday, 21 DM on Saturday, 27 DM on Sunday; three day ticket, 43 DM; covered stands: 23 DM on Friday, 30 DM on Saturday, 38 DM on Sunday; three day ticket: 55 DM.

28-29 July
WORLD ENDURANCE CHAMPIONSHIP
BRANDS HATCH
1000 km
Brands Hatch Circuit Ltd,
Fawkham,
Nr. Dartford,
Kent
DA3 8NG.
Tel: (474) 872331.
Untimed practice: Saturday from: 10:00 - 12:00
Timed practice: Saturday from: 15:30 - 17:00
Warm-up on Sunday from: 10:00 - 10:30
Race starts on Sunday at 12:30
Admission prices: public enclosures: £3 on Saturday, £7 on Sunday; covered stands: £3 extra on Sunday: and open stands: £2 extra.

AND MAKE
YOUR DREAM
COME TRUE

DRIVE
A
FORMULA 3



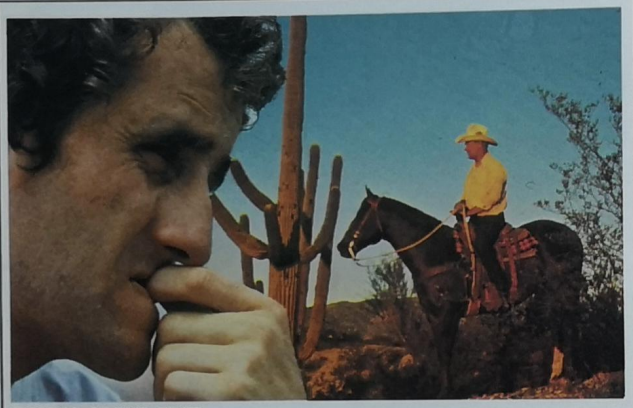
The specialists agree. Formula 3 is the best start to Grand Prix racing. La Châtre is above all a driving school to make you dreams come true.
There is no aptitude test. Only three things are required – "concentration, a sense of humour and... soft shoes". You start off in a small group early one morning. An hour later you'll have your helmet and gloves on and you'll be on your first laps around the 1.3 km circuit comprising 8 turns. What makes La Châtre original is that you begin in Formula 3 single seaters – "Real race cars, apart from the battery". The car weighs in at just over 400 kilos and delivers 160 bhp. New sensations are experienced by almost all drivers. No other driving school in Europe offers this kind of material. People from all over the world, including the USA and Japan, come to La Châtre for this reason.
Most drivers will never enter a race, but all of them leave La Châtre feeling that they have got that much closer to the mysteries surrounding the car, with quicker appreciation, more accurate driving and quick reactions to danger.
From the first laps you do to the timed laps at the end of your course, you will have spent three weekends (or three two weekday periods) under the guidance of an instructor.
You can come any time from March to November.

YES, I WOULD LIKE TO RECEIVE INFORMATION ON YOUR FORMULA 3 DRIVING SCHOOL.

ÉCOLE AVIA LA CHÂTRE
36400 LA CHÂTRE
FRANCE

FIRST NAME: _____ SURNAME: _____
ADDRESS: _____
TOWN: _____ POST CODE: _____

COMING UP JULY 18 IN GRAND PRIX INTERNATIONAL



DALLAS GRAND PRIX

Third round on the North American continent for the F1 circus. Who knows what lies in store on this new circuit? Anything can happen in Dallas, Texas, land of skyscrapers and cowboys. Just when everyone thought that Prost had the title, Piquet started galloping full speed ahead up the field. Seems familiar doesn't it?

NEW ZEALAND RALLY

The rally down-under, with another Audi-Lancia duel in view and Japanese constructors there to perhaps do the sorting. Fantastic photos guaranteed of the beautiful green and pleasant land.

1,000 KM OF NÜRBURGRING

The Porsche Rothmans at home should be able to control the Lancia supremacy seen at Le Mans. Many other private Porsche teams are not prepared to give up the fight, an exciting race for all fans in the next issue of Grand Prix International.

on sale every other Thursday

United Kingdom: 50, Lombard Road, Battersea, London SW11 3SU
Tel.: (1) 228 9800 - Telex: 267509
France: 69, rue de Richelieu, 75002 Paris.
Tel.: (1) 261.80.74 - Telex: 215840
Italy: Via Assarotti 14/1, 16122 Genova.
Tel.: (010) 89.27.25
Canada: 387, rue Saint-Paul Ouest, Montreal, Quebec H2Y 2AU - Tel.: (514) 282.13.31

EDITOR
Keith Botsford

MANAGING EDITOR
Didier Braillon

ARTISTIC DIRECTOR
Pascal Tournaire

PUBLISHING DIRECTOR
Régis Lacroix

EDITORIAL STAFF
Rallies Editor: Cyril Frey;
Technical Editor: Giorgio Piola;
French Editor: Xavier Chimits

PHOTOGRAPHY
Bernard Asset, Reinhard Klein, DPPI (Thierry Bovy, Stéphane Foulon, Eric Vargiolu, Gilles Levent)

SUBEDITORS AND TRANSLATORS
Nathalie Favre-Gilly, Vincent Rozel, Paolo Bombara, Viviane Pastourel, Pietro Terzago, Angela Villers, Nevin Hickmet

DESIGN STAFF
Alain Convard, Jean-Bernard Blanchet, Cédric Puyenchet, Laurent Cellier, Cathy Artiglia

EDITORIAL COORDINATORS
Martine Freour, assistants: Nathalie Rodride, Gislaine Champion

CONTRIBUTORS
Bob Constanduros, Franco Lini, Heinz Prüller, Jeff Hutchinson, Giancarlo Baccini, Mike Doodson

PHOTOGRAPHERS
Harald Strebelle, Gamma (Bernard Bakalian), David Winter, Autopress, André Marzoli

ILLUSTRATORS
Didier Bussat, Jean-Marc Monceau

INTERNATIONAL ADVERTISING
Robin Goodman
ADVERTISING: ENGLAND
Stuart Dent
ADVERTISING: FRANCE
Caroline Duret
ADVERTISING: ITALY
SPI Milano
INTERNATIONAL SECRETARY
Sarah Redmond. Assistant: Nikki White-Smith
ACCOUNTING
Brian Moore

SUBSCRIPTION SERVICES: United Kingdom: Grand Prix Subscriptions, Oakfield House, Perrymont Road, Haywards Heath, W Sussex. Tel: 0444 459188. Subscription: 1 year, £40. France: Josiane Germe, 7, rue de Lille, 75007 Paris. Tel: (1) 260 34 65, Telex: 270096. Subscription: 1 year, 400FF. North America - GPI, 387, rue Saint-Paul Ouest, Room 204, Montreal, Quebec H2Y 2A7. Canada: 1 year 2nd class CDN $ 98. USA: 1 year 1st class only US $ 110.

Typesetting: Typelec, Boa
Colour separations: RPM, SA Incorpo,
Printed: Avenir Graphique, Torcy

Unsolicited manuscripts and photographs will not be returned. Any reproduction of any material in Grand Prix International, in whole or in part, is strictly prohibited.

Distributed by COMAG

OUR FORMULA HAS NO COMPETITION.

MERCEDES BENZ 500 SEC FULLY AUTOMATIC CONVERTIBLE
JUST ONE EXAMPLE FROM OUR RANGE

EBF COACHBUILDERS 'PAR EXCELLENCE'

BELGIUM - 1930 ZAVENTEM - INDUSTRIAL EST - MERCURIUSSTRAAT 20 - PHONE: BRUSSELS - 7214816(7) - TELEX: 63242 EBS B

RIO 1984

Black Power

John Player Special King Size